CITY OF ARCADIA

Arcadia Planning Commission
Regular Meeting Agenda

Tuesday, May 10, 2022, 7:00 p.m.

Pursuant to the Americans with Disabilities Act, persons with a disability who require a disability related modification or accommodation in order to participate in a meeting, including auxiliary aids or services, may request such modification or accommodation from Planning Services at (626) 574-5423. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to assure accessibility to the meeting.

根据《美国残障人法案》的规定，需要提供残障相关调整或便利设施才能参加会议的残障人士（包括辅助器材或服务），可向规划服务部请求获得此类调整或便利设施，电话号码 (626) 574-5423。请在会前 48 小时通知规划服务部，以便作出合理安排，确保顺利参加会议。

Pursuant to the City of Arcadia's Language Access Services Policy, limited-English proficient speakers who require translation services in order to participate in a meeting may request the use of a volunteer or professional translator by contacting the City Clerk's Office at (626) 574-5455 at least 72 hours prior to the meeting.

根据阿凯迪亚市的语言便利服务政策，英语能力有限并需要翻译服务才能参加会议的人可与市书记官办公室联系（电话：626-574-5455），请求提供志愿或专业翻译服务，请至少在会前 72 小时提出请求。

CALL TO ORDER

ROLL CALL

Zi Lin, Chair
Kenneth Chan, Vice Chair
Brad Thompson, Commissioner
Vincent Tsoi, Commissioner
Marilynne Wilander, Commissioner

SUPPLEMENTAL INFORMATION FROM STAFF REGARDING AGENDA ITEMS

PUBLIC COMMENTS (5 minute time limit per person)

Each speaker is limited to three (5) minutes per person, unless waived by the Planning Commission. Under the Brown Act, the Commission or Board Members are prohibited from discussing or taking action on any item not listed on the posted agenda.

PUBLIC HEARING

All interested persons are invited to appear at a public hearing and to provide evidence or testimony concerning any of the proposed items set forth below for consideration. Separate and apart from the applicant (who may speak longer in the discretion of the Commission) speakers shall be limited to **five (5) minutes per person**. The applicant may additionally submit rebuttal comments, at the discretion of the Commission.

You are hereby advised that should you desire to legally challenge in court or in an administrative proceeding any action taken by the City Council regarding any public hearing item, you may be limited to raising only those issues and objections you or someone else raised at the public hearing or in written correspondence delivered to the City Council at, or prior to, the public hearing.

1. **Resolution No. 2095** – Approving Multiple Family Architectural Design Review No. MFADR 21-06 and Tentative Parcel Map No. TPM 22-01 (83722), with a Categorical Exemption under the California Environmental Quality Act (CEQA) for a three-unit, multi-family residential condominium development at 161 Alice Street

   Recommendation: Adopt Resolution No. 2095

   Applicant: Thomas Li

   There is a ten day appeal period after the adoption of the Resolution. If adopted, appeals are to be filed by 5:30 p.m. on Monday, May 23, 2022.

2. **Resolution No. 2093** – Minor Use Permit No. MUP 21-08, Architectural Design Review No. ADR 21-12, General Plan Consistency No. 22-01, Tentative Parcel Map No. TPM 21-02, a density bonus and a street vacation along with an Environmental Impact Report under the California Environmental Quality Act (CEQA) for the "Alexan Arcadia" mixed-use development, with 319 residential units, including 26 affordable units, located at 150 N. Santa Anita Avenue

   Recommendation: Adopt Resolution No. 2093

   Applicant: Arcadia Apartments, LLC.

   There is a ten day appeal period after the adoption of the Resolution. If adopted, appeals are to be filed by 5:30 p.m. on Monday, May 23, 2022.

CONSENT CALENDAR

All matters listed under the Consent Calendar are considered to be routine and can be acted on by one roll call vote. There will be no separate discussion of these items unless members of the Commission, staff, or the public request that specific items be removed from the Consent Calendar for separate discussion and action.

3. Minutes of the April 26, 2022, Regular Meeting of the Planning Commission

   Recommendation: Approve

MATTERS FROM CITY COUNCIL LIASION

MATTERS FROM PLANNING COMMISSIONERS

MATTERS FROM ASSISTANT CITY ATTORNEY

MATTERS FROM STAFF INCLUDING UPCOMING AGENDA ITEMS

ADJOURNMENT

The Planning Commission will adjourn this meeting to Tuesday, May 24, 2022, at 7:00 p.m.

STAFF REPORT

Development Services Department

DATE: May 10, 2022

TO: Honorable Chairman and Planning Commission

FROM: Lisa L. Flores, Planning & Community Development Administrator
By: Edwin Arreola, Assistant Planner

SUBJECT: RESOLUTION NO. 2095 - APPROVING MULTIPLE FAMILY ARCHITECTURAL DESIGN REVIEW NO. MFADR 21-06 AND TENTATIVE PARCEL MAP NO. TPM 22-01 (83722), WITH A CATEGORICAL EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FOR A THREE-UNIT, MULTI-FAMILY RESIDENTIAL CONDOMINIUM DEVELOPMENT AT 161 ALICE STREET
Recommendation: Adopt Resolution No. 2095

SUMMARY

The Applicant, Thomas Li, on behalf of the property owner, 161 Alice St. Arcadia LLC, is requesting approval of Multiple Family Architectural Design Review No. MFADR 21-06 and Tentative Parcel Map No. TPM 22-01 (83722), for a new three (3) unit, three-story, multi-family residential condominium development at 161 Alice Street. The proposed development and subdivision are consistent with the City's General Plan, Development Code, and Subdivision Map Act. As an infill development project, the proposed development qualifies for a Categorical Exemption under the California Environmental Quality Act ("CEQA"). It is recommended that the Planning Commission adopt Resolution No 2095 (refer to Attachment No. 1), approving MFADR 21-06 and TPM 22-01 (83722) subject to the conditions listed in this staff report

BACKGROUND

The subject property is a 7,500 square foot interior lot, located on the north side of Alice Street, between 1st and 2nd Avenues. The property is zoned R-3, High Density Multiple Family Residential with a General Plan Land Use Designation of High Density Residential. The property is surrounded by other R-3 zoned properties to the north, south, east, and west. The project site is improved with two structures - a duplex and a detached two-car garage that were built in 1950 – refer to Attachment No. 2 for an Aerial photo with Zoning

Information and Photos of the Subject Property and Figure 1.

A Certificate of Demolition (COD) for the subject property was approved on February 24, 2022. Based on the evaluation by an Architectural Historian, the property does not meet any of the minimum requirements for designation as a historical resource under federal, state and local criteria. The residence is not a good example of any particular architectural style and is not representative of or associated with any important historical events or people. The structures have not yet been demolished due to the City's replacement policy for residential projects, which requires approval of a new project prior to demolition of the structures on site.

Figure 1 – Existing Residence

PROPOSAL

The applicant is requesting to demolish the existing structures on the property to construct a new three-unit, three-story, multi-family residential condominium development with at-grade parking – refer to Attachment No. 3 for the Tentative Parcel Map and Attachment No. 4 for the proposed Architectural Plans. The project is designed in the Spanish architectural style, which will be compatible with the other existing Spanish style multi-family developments in the neighborhood, including the two developments to the west of this site which were also designed by the Applicant and approved within the last four years (see Figure 2).

Figure 2 – Alice Street Streetscape

The two foremost units (Units A and B) will consist of three (3) bedrooms and the remaining unit at the rear of the lot (Unit C) will have four (4) bedrooms. Each unit will vary between 1,843 to 2,042 square feet in floor area. Unit A will have direct access from Alice Street, whereas Units B and C will have a pedestrian walkway along the northern side of the property that leads out to Alice Street.

The proposed development will have an overall building height of 32'-10", which is below the maximum height limit 33'-0" with a pitched roof. The development complies with all the minimum setback requirements. Since the lot is less than 65' in width, the garages are allowed to encroach 5'-0" into the required side yard setback. Additionally, each unit will provide the minimum required 100 square feet of open space through rooftop patios on the third floor for Units A and B and an at-grade patio for Unit C.

The front unit will have a two-car garage with two different access: One parking space will be accessed from a separate driveway directly off of Alice Street near the westerly side of the site and the second parking space will be accessed from the shared driveway on the easterly side. Each of the parking spaces meets the minimum dimension of 10' x 20'. As for the other units, they will each have a 20' x 20' two-car garage that will be accessed from the shared driveway. The site will also comply with the minimum guest parking spaces of two (2) parking spaces, and the bike rack for 2 spaces will be located near the rear of the property.

In terms of maneuverability, the walls adjacent to the back up space of each of the parking spaces were pushed 2'-0" away to allow for a wider back-out clearance, and the corners of Unit B that extends into the driveway were notched to provide additional turning space for the adjacent spaces. The driveway width was also extended to the side property line wall to maximize the driveway area (see Figure 3).

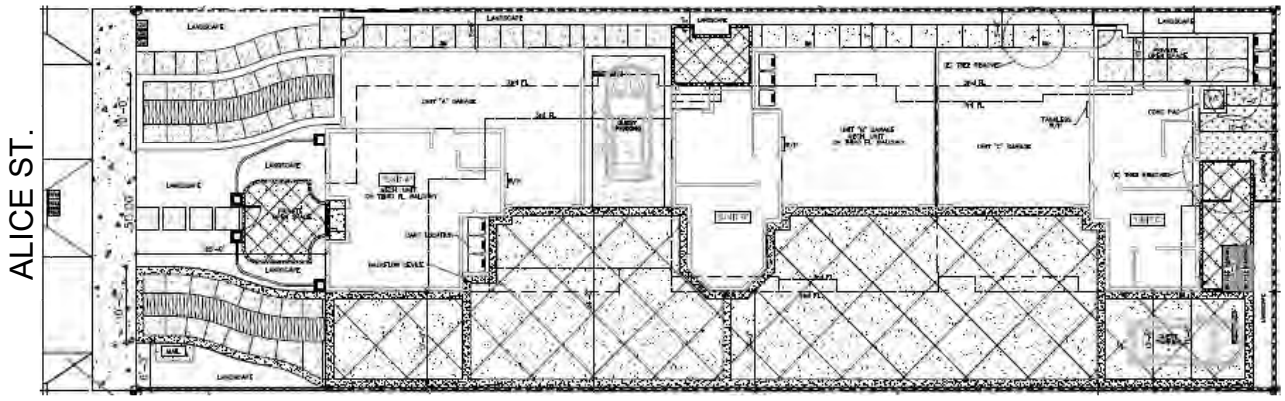

Figure 3 – Site Plan

ANALYSIS

The R-3 zone requires a minimum density of one dwelling unit per 2,200 square feet of lot area, and a maximum density of one unit per 1,450 square feet of lot area. This calculates to a minimum density of three (3) units and a maximum of five (5) units for the subject site; therefore, the proposed three-unit development complies with the minimum density requirements of the underlying R-3 zone. The project will comply with the development standards of the R-3 zone, including, but not limited to setbacks, height and open space. Also, the proposed project will comply with the minimum parking requirements for each of the units, guest parking, and bicycles spaces. Therefore, the proposed development will comply with the parking requirements of the R-3 zone.

Concurrent with the subdivision application, the Planning Commission must approve, conditionally approve, or deny the architectural design of the proposed project. The project is designed in a Spanish architectural style – refer to Attachment No. 4 and Figure 4. The exterior walls of the building will be finished with a beige stucco. The roof will consist of concrete “S” tile brown colored roofing material and moldings along the eaves. Additional architectural features will include, decorative window trim, wooden doors, mosaic tile features, window shutters, fabric window awnings, and projections, which provide roof breaks with multiple rooflines. The proposed Spanish style development will be compatible with the other existing multi-family developments along Alice Street, including the Spanish style multi-family developments on the adjoining lots to the west which were similarly designed. The project will also provide adequate landscaping throughout the property and each unit will have its own private open space area.

FRONT

EAST

WEST

Figure 4 - Elevations

The massing and scale of this project will be compatible with the other multi-family developments found in the surrounding neighborhood. The height of the new development will not be out of character with the existing developments on the street since many of them have heights close to 30’ despite only having two-stories. To better integrate the building into the neighborhood and allow for a transition in size from the adjacent properties, the third floor is proposed to be stepped back a large distance from the second floor to help reduce the overall massing of the building at the front of the property and give it a two-story look from the streetscape. Additionally, privacy is not expected to be an issue as the 13’-0” wide driveway will provide a greater buffer between the development and the properties to the east and an existing driveway on the adjacent development to the west provides a

similar buffer. Therefore, the proposed development and subdivision of condominiums will be consistent with the City's General Plan, Multiple-Family Residential Design Guidelines, the Development Code, the State Subdivision Map Act, and will not violate any requirements of the California Regional Water Quality Control Board.

FINDINGS

Tentative Parcel Map

The proposal to subdivide the airspace for three (3) residential condominium units requires a subdivision through the Tentative Parcel Map process – see Attachment No. 3 for Tentative Parcel Map No. TPM 22-01 (83722). The proposed subdivision complies with the subdivision regulations of the Arcadia Municipal Code and the Subdivision Map Act and will not violate any requirements of the California Regional Water Quality Control Board. The following findings are required for approval of a Tentative Parcel Map:

A. The proposed map, subdivision design, and improvements are consistent with the General Plan, any applicable specific plan, and the Subdivisions Division of the Development Code.

Facts in Support of the Finding: The proposed tentative parcel map for a three-unit multi-family residential condominium development and subdivision of the airspace has been reviewed for compliance with the City's General Plan, Development Code, and the State's Subdivision Map Act. It has been determined that the proposed subdivision is consistent with the General Plan High Density Residential Land Use designation and the R-3, High Density Multiple Family Residential zoning designation. These designations are intended to accommodate high density, attached or detached residential units such as condominiums, within the appropriate neighborhoods. The proposed tentative parcel map complies with the Subdivision Map Act regulations and there is no specific plan applicable to this project. The site is physically suitable for this type of development, and the approval of the architectural design for the building is compatible with the scale and character of the existing neighborhood. The project will not adversely affect the comprehensive General Plan and is consistent with the following General Plan goals and policies:

Land Use and Community Design Element

- Policy LU-1.1: Promote new infill and redevelopment projects that are consistent with the City's land use and compatible with surrounding existing uses.
- Policy LU-4.1: Require that new multi-family residential development be visually and functionally integrated and consistent in scale, mass, and character with structures in the surrounding neighborhood.
- Policy LU-4.2: Encourage residential development that enhances the visual character, quality, and uniqueness of the City's neighborhoods and districts.

B. The site is physically suitable for the type and proposed density of development.

Facts in Support of the Finding: The R-3 zone requires a minimum density of one dwelling unit per 2,200 square feet of lot area, and a maximum density of one unit per 1,450 square feet of lot area. Based on the lot area of 7,500 square feet, a minimum of three (3) units and a maximum of five (5) units can be developed at this site. Therefore, the proposed three-unit development complies with the density requirements of the underlying zone, as well as all other applicable zoning requirements including but not limited to parking, setbacks, height, and open space. The site is physically suitable for the proposed three-unit multi-family residential development.

C. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Facts in Support of the Finding: The proposed tentative parcel map for three (3) multi-family residential units is a subdivision of an infill site within an urbanized area and does not serve as a habitat for endangered or rare species. The project will not cause substantial environmental damage or impact wildlife.

D. The design of the subdivision or type of improvements is not likely to cause serious public health or safety problems.

Facts in Support of the Finding: The proposed subdivision is to subdivide the airspace of three-units for condominium purposes. The construction will be in compliance with all applicable Building and Fire Codes to ensure public health and safety. The proposed density will be below the maximum allowed by the R-3 zone and the City's existing infrastructure will adequately serve the new development. Therefore, the development will not cause any public health or safety problems.

E. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of, property within the proposed subdivision (This finding shall apply only to easements of record or to easements established by judgement of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision).

Facts in Support of the Finding: The proposed design of the subdivision does not conflict with easements acquired by the public at large for access through or use of, property within the proposed subdivision. There are no known easements on the subject property.

F. The discharge of sewage from the proposed subdivision into the community sewer system will not result in violation of existing requirements specified by the California Regional Water Quality Control Board.

Facts in Support of the Finding: The Arcadia Public Works Services Department determined that the City's existing infrastructure will adequately serve the new development, and the requirements of the California Regional Water Quality Control Board will be satisfied.

G. The proposed design and site improvements of the subdivision conform to the regulations of the City's Development Code and the regulations of any public agency having jurisdiction by law.

Facts in Support of the Finding: The proposed design of the multi-family development is in conformance with the City's Development Code, as all development standards are being met, and all of the improvements required for the site and each unit will comply with the regulations in the City's Development Code.

Architectural Design Review

The proposed development is located within the High Density Residential (R-3) Zone, which is intended to provide a variety of medium to high density residential development. The proposed design of the three-unit condominium project is compatible with existing multi-family developments in the surrounding neighborhood in terms of massing, and scale. The proposed Spanish style architecture will be compatible with the other adjacent Spanish style multi-family developments that exist on Alice Street. The proposed development will also be similar in height to the other multi-family developments on this street and is stepping the third floor back from the street to reduce the overall mass of the development. In addition, the proposed design is consistent with the City's Multifamily Residential Design Guidelines.

All City requirements regarding disabled access and facilities, occupancy limits, building safety, health code compliance, emergency equipment, environmental regulation compliance, and parking and site design shall be complied with by the property owner/applicant to the satisfaction of the Building Official, City Engineer, Planning & Community Development Administrator, Fire Marshal, and Public Works Services Director, or their respective designees.

ENVIRONMENTAL ASSESSMENT

It has been determined that the project site is less than five (5) acres; the project site has no value as a habitat for endangered, rare or threatened species; the proposed project will not have any significant effects upon the environment, and the site can be adequately served by all the required utilities and public services. Therefore, the project is exempt under Class 32 (In-Fill Development Projects) pursuant to Section 15332 of the State California Environmental Quality Act (CEQA) Guidelines. Refer to Attachment No. 5 for the Preliminary Exemption Assessment.

PUBLIC NOTICE/COMMENTS

A public hearing notice for this item was published in the Arcadia Weekly and mailed to the property owners located within 300 feet of the subject property on April 28, 2022. As of May 5, 2022, staff has not received any comments from the public.

On April 12, 2022, the Applicant sent each tenant a notice informing them of the proposed project. The notice was sent through certified mail.

RECOMMENDATION

It is recommended that the Planning Commission approve Multiple Family Architectural Design Review No. MFADR 21-06 and Tentative Parcel Map No. TPM 22-01 (83722), subject to the following conditions, find that the project is Categorically Exempt from the California Environmental Quality Act (CEQA), and adopt Resolution No. 2095, subject to the following conditions of approval:

1. The project shall be developed and maintained by the Applicant/Property Owner in a manner that is consistent with the plans submitted and conditionally approved for MFADR 21-06 and TPM 22-01 (83722), subject to the approval of the Planning & Community Development Administrator or designee.

2. Any required mechanical equipment, such as backflow devices, visible from the public right-of-way shall be screened from public view. Screening may include landscaping, solid walls or other methods deemed appropriate for the development. The placement and height of said screening shall subject to review and approval by the Planning & Community Development Administrator, or designee.

3. The project shall comply with the latest adopted edition of the following codes as applicable:
    a. California Building Code
    b. California Electrical Code
    c. California Mechanical Code
    d. California Plumbing Code
    e. California Energy Code
    f. California Fire Code
    g. California Green Building Standards Code
    h. California Existing Building Code
    i. Arcadia Municipal Code

4. The project shall comply with Chapter 35A Multiple Family Construction Standards as amended in the Arcadia Municipal Code Section 8130.20.

5. All utility conductors, cables, conduits and wiring supplying electrical, cable and telephone service to a multiple family building shall be installed underground except risers which are adjacent to and attached to a building.

6. The grading plans shall indicate all on- and off-site improvements and shall indicate complete drainage paths of all drainage water run-off.

7. A demolition permit shall be obtained from Building Services prior to the removal and/or demolition of the structures on site.

8. No utilities or fixtures shall be located on the exterior walls of the building that face the main driveway.

9. Prior to approval of the Final Parcel Map, the Applicant/Property Owner shall:

    a) Remove and replace the existing curb, gutter, and sidewalk from property line to property line.
    b) Coordinate with Public Works Services on the installation of a new street tree.
    c) Construct a new drive approach per City Standard plan.

10. Prior to receiving a Certificate of Occupancy, the Applicant/Property Owner shall repair any damages caused by the development to the asphalt street frontages from property line to property line including but not limited to trench cuts and construction traffic, per the direction of the City Engineer.

11. The proposed development requires an LID plan which shall comply with the Los Angeles County Department of Public Works 2014 LID standard Manual and show the selected measures on the grading plan.

12. All structures shall be provided with an automatic fire sprinkler system per the City of Arcadia Fire Department's Multi-Family Dwelling Sprinkler Standard.

13. There is a 6-inch cast iron water main with 72 psi static pressure that the development shall connect to on Alice Street for domestic water and/or fire services. The Applicant/Property Owner shall provide calculations to the Public Works Services Department to determine the total combined maximum domestic and fire demand, and verify the water service size required.

14. The Applicant/Property Owner shall install a separate water meter for each condominium unit. The water meter for each unit can be used to supply both domestic water services and fire services. The Applicant/Property Owner shall separate the fire service from domestic water service with an approved back flow device.

15. All condominiums shall require a separate water service and meter for common area landscape irrigation.

16. A Water Meter Permit Application shall be submitted to the Public Works Services Department prior to issuance of a building permit for the new development.

17. New water service installations shall be by the Applicant/Property Owner. Installation shall be according to the specifications of the Public Works Services Department, Engineering Section. Abandonment of existing water services, if necessary, shall be carried out by the Applicant/Property, according to Public Works Services Department.

18. An 8" Vitrified Clay Pipe (VCP) City sewer line is available on Alice Street to provide sanitary sewer service for the project. The Applicant/Property Owner shall utilize the existing sewer lateral if possible.

19. If any drainage fixture elevation is lower than the elevation of the next upstream manhole cover (444.97'), an approved type of backwater valve is required to be installed on the lateral within the City's right-of-way.

20. The proposed project shall be subject to low impact development (LID) requirements. These requirements include but are not limited to using infiltration trenches, bio-retention planter boxes, roof drains connected to a landscaped area, pervious concrete/paver, etc.

21. The Applicant/Property Owner shall provide, and accommodate for, a total of three trash containers for trash, recycling and green waste for each unit, to the satisfaction of the Public Works Services Director, or designee.

22. The Property Owner/Applicant shall comply with all City requirements regarding building safety, fire prevention, detection, suppression, emergency access, public right-of-way improvements, parking, water supply and water facilities, sewer facilities, trash reduction and recycling requirements, and National Pollutant Discharge Elimination System (NPDES) measures to the satisfaction of the Building Official, Fire Marshal, Public Works Services Director, and Planning & Community Development Administrator, or their respective designees. Compliance with these requirements is to be determined by having fully detailed construction plans submitted for plan check review and approval by the foregoing City officials and employees.

23. To the maximum extent permitted by law, the Applicant must defend, indemnify, and hold the City, any departments, agencies, divisions, boards, and/or commissions of the City, and its elected officials, officers, contractors serving as City officials, agents, employees, and attorneys of the City ("Indemnitees") harmless from liability for damages and/or claims, actions, or proceedings for damages for personal injuries, including death, and claims for property damage, and with respect to all other actions and liabilities for damages caused or alleged to have been caused by reason of the Applicant's activities in connection with MFADR 21-06 and TPM 22-01 on the Project site, and which may arise from the direct or indirect operations of the Applicant or those of the Applicant's contractors, agents, tenants, employees or any other persons acting on Applicant's behalf, which relate to the development and/or construction of the Project. This indemnity provision applies to all damages and claims, actions, or proceedings for damages, as described above, regardless of whether the City

prepared, supplied, or approved the plans, specifications, or other documents for the Project.

In the event of any legal action challenging the validity, applicability, or interpretation of any provision of this approval, or any other supporting document relating to the Project, the City will promptly notify the Applicant of the claim, action, or proceedings and will fully cooperate in the defense of the matter. Once notified, the Applicant must indemnify, defend and hold harmless the Indemnitees, and each of them, with respect to all liability, costs and expenses incurred by, and/or awarded against, the City or any of the Indemnitees in relation to such action. Within 15 days' notice from the City of any such action, Applicant shall provide to City a cash deposit to cover legal fees, costs, and expenses incurred by City in connection with defense of any legal action in an initial amount to be reasonably determined by the City Attorney. City may draw funds from the deposit for such fees, costs, and expenses. Within 5 business days of each and every notice from City that the deposit has fallen below the initial amount, Applicant shall replenish the deposit each and every time in order for City's legal team to continue working on the matter. City shall only refund to Developer any unexpended funds from the deposit within 30 days of: (i) a final, non-appealable decision by a court of competent jurisdiction resolving the legal action; or (ii) full and complete settlement of legal action. The City shall have the right to select legal counsel of its choice that the Applicant reasonably approves. The parties hereby agree to cooperate in defending such action. The City will not voluntarily assist in any such third-party challenge(s) or take any position adverse to the Applicant in connection with such third-party challenge(s). In consideration for approval of the Project, this condition shall remain in effect if the entitlement(s) related to this Project is rescinded or revoked, whether or not at the request of the Applicant.

24. Approval of MFADR 21-06 and TPM 22-01 (83722) shall not be in effect unless the Property Owner and Applicant have executed and filed the Acceptance Form with the City on or before 30 calendar days after the Planning Commission has adopted the Resolution. The executed Acceptance Form submitted to the Development Services Department is to indicate awareness and acceptance of the conditions of approval.

PLANNING COMMISSION ACTION

Approval

If the Planning Commission intends to approve this project, the Commission should move to approve Multiple Family Architectural Design Review No. MFADR 21-06 and Tentative Parcel Map No. TPM 22-01 (83722), state that the proposal satisfies the requisite findings, and adopt the attached Resolution No. 2095 that incorporates the requisite environmental and subdivision findings, and the conditions of approval as presented in this staff report, or as modified by the Commission.

Denial

If the Planning Commission is to deny this project, the Commission should state the specific findings that the proposal does not satisfy based on the evidence presented with specific reasons for denial, and move to deny Multiple Family Architectural Design Review No. MFADR 21-06 and Tentative Parcel Map No. TPM 22-01 (83722) and direct staff to prepare a resolution for adoption at the next meeting that incorporates the Commission's decision and specific findings.

If any Planning Commissioner, or other interested party has any questions or comments regarding this matter prior to the May 10, 2022, Planning Commission Meeting, please contact Assistant Planner, Edwin Arreola at (626) 821-4334, or earreola@ArcadiaCA.gov.

Approved:

Lisa L. Flores
Planning & Community Development Administrator

Attachment No. 1: Resolution No. 2095
Attachment No. 2: Aerial Photo with Zoning Information and Photos of the Subject Property and Vicinity
Attachment No. 3: Tentative Parcel Map No. TPM 22-01 (83722)
Attachment No. 4: Architectural Plans
Attachment No. 5: Preliminary Exemption Assessment

Attachment No. 1

Resolution No. 2095

RESOLUTION NO. 2095

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ARCADIA, CALIFORNIA, APPROVING MULTIPLE FAMILY ARCHITECTURAL DESIGN REVIEW NO. MFADR 21-06 AND TENTATIVE PARCEL MAP NO. TPM 22-01 (83722), WITH A CATEGORICAL EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FOR A THREE-UNIT, MULTI-FAMILY RESIDENTIAL CONDOMINIUM DEVELOPMENT AT 161 ALICE STREET

WHEREAS, on September 13, 2021 and January 25, 2022, applications for Multiple Family Architectural Design Review No. MFADR 21-06 and Tentative Parcel Map No. TPM 22-01 (83722) were filed, respectively, by Thomas Li on behalf of the property owner, 161 Alice St. Arcadia LLC, for a three-unit multi-family residential condominium development and subdivision of the airspace located at 161 Alice Street (collectively, "Project"); and

WHEREAS, on April 21, 2022, Planning Services completed an environmental assessment for the Project in accordance with the California Environmental Quality Act ("CEQA"), and recommends that the Planning Commission determine the Project is exempt under CEQA per Section 15332 of the CEQA Guidelines because the Project is considered an in-fill development project; and

WHEREAS, on May 10, 2022, a duly-noticed public hearing was held before the Planning Commission on said Project, at which time all interested persons were given full opportunity to be heard and to present evidence.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF ARCADIA HEREBY RESOLVES AS FOLLOWS:

SECTION 1. The factual data submitted by the Community Development Division in the staff report dated May 10, 2022, are true and correct.

SECTION 2. This Commission finds, based upon the entire record:

A. The proposed map, subdivision design, and improvements are consistent with the General Plan, any applicable specific plan, and the Subdivisions Division of the Development Code:

FACT: The Project has been reviewed for compliance with the City's General Plan, Development Code, and the State's Subdivision Map Act. It has been determined that the Project is consistent with the General Plan High Density Residential Land Use designation and the R-3, High Density Multiple Family Residential zoning designation. These designations are intended to accommodate high density, attached or detached residential units such as condominiums, within the appropriate neighborhoods. The Project complies with the Subdivision Map Act regulations and there is no specific plan applicable to this Project. The site is physically suitable for this type of development, and the approval of the architectural design for the building is compatible with the scale and character of the existing neighborhood. The Project will not adversely affect the comprehensive General Plan and is consistent with the following General Plan goals and policies:

Land Use and Community Design Element

- Policy LU-1.1: Promote new infill and redevelopment projects that are consistent with the City's land use and compatible with surrounding existing uses.
- Policy LU-4.1: Require that new multi-family residential development be visually and functionally integrated and consistent in scale, mass, and character with structures in the surrounding neighborhood.

- Policy LU-4.2: Encourage residential development that enhances the visual character, quality, and uniqueness of the City's neighborhoods and districts.

B. The site is physically suitable for the type and proposed density of development:

FACT: The R-3 zone requires a minimum density of one dwelling unit per 2,200 square feet of lot area, and a maximum density of one unit per 1,450 square feet of lot area. Based on the lot area of 7,500 square feet, a minimum of three (3) units and a maximum of five (5) units can be developed at this site. Therefore, the Project complies with the density requirements of the underlying zone, as well as all other applicable zoning requirements including but not limited to parking, setbacks, height, and open space. The site is physically suitable for the Project.

C. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat:

FACT: The Project is a subdivision of an infill site within an urbanized area and does not serve as a habitat for endangered or rare species. The Project will not cause substantial environmental damage or impact wildlife.

D. The design of the subdivision or type of improvements is not likely to cause serious public health or safety problems:

FACT: The Project is to subdivide the airspace of three-units for condominium purposes. The Project will be in compliance with all applicable Building and Fire Codes to ensure public health and safety. The proposed density will be below the maximum

allowed by the R-3 zone and the City's existing infrastructure will adequately serve the Project. Therefore, the Project will not cause any public health or safety problems.

E. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of, property within the proposed subdivision (This finding shall apply only to easements of record or to easements established by judgement of a court of competent jurisdiction and no authority is hereby granted to the review authority to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision):

FACT: The proposed design of the subdivision does not conflict with easements acquired by the public at large for access through or use of, property within the Project. There are no known easements on the subject property.

F. The discharge of sewage from the proposed subdivision into the community sewer system will not result in violation of existing requirements specified by the California Regional Water Quality Control Board:

FACT: The Arcadia Public Works Services Department determined that the City's existing infrastructure will adequately serve the Project, and the requirements of the California Regional Water Quality Control Board will be satisfied.

G. The proposed design and site improvements of the subdivision conform to the regulations of the City's Development Code and the regulations of any public agency having jurisdiction by law:

FACT: The Project is in conformance with the City's Development Code, as all development standards are being met, and all of the improvements required for the site and each unit will comply with the regulations in the City's Development Code.

I. The proposal is consistent with the City's Multifamily Residential Design Guidelines:

FACT: The Project is located within the High Density Residential (R-3) Zone, which is intended to provide a variety of medium to high density residential development. The proposed design of the Project is compatible with existing multi-family developments in the surrounding neighborhood in terms of massing, and scale. The proposed Spanish style architecture will be compatible with the other adjacent Spanish style multi-family developments that exist on Alice Street. The Project will also be similar in height to the other multi-family developments on this street and is stepping the third floor back from the street to reduce the overall mass of the development. In addition, the Project is consistent with the City's Multifamily Residential Design Guidelines.

SECTION 3. Pursuant to the provisions of the California Environmental Quality Act ("CEQA"), this Project is a Class 32 Categorical Exemption as an infill-development project per Section 15332 of the CEQA Guidelines.

SECTION 4. For the foregoing reasons the Planning Commission determines that the Project is Categorically Exempt under the California Environmental Quality Act ("CEQA") Section 15332 , Class 32, and approves Multiple Family Architectural Design Review No. MFADR 21-06 and Tentative Parcel Map No. TPM 22-01 (83722) for a three-unit multi-family residential condominium development at 161 Alice Street, subject to the conditions of approval attached hereto.

SECTION 5. The Secretary shall certify to the adoption of this Resolution.

Passed, approved and adopted this 10th day of May, 2022.

Zi Lin
Chair, Planning Commission

ATTEST:

Lisa L. Flores
Secretary

APPROVED AS TO FORM:

Stephen P. Deitsch
City Attorney

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Conditions of Approval

1. The project shall be developed and maintained by the Applicant/Property Owner in a manner that is consistent with the plans submitted and conditionally approved for MFADR 21-06 and TPM 22-01 (83722), subject to the approval of the Planning & Community Development Administrator or designee.

2. Any required mechanical equipment, such as backflow devices, visible from the public right-of-way shall be screened from public view. Screening may include landscaping, solid walls or other methods deemed appropriate for the development. The placement and height of said screening shall subject to review and approval by the Planning & Community Development Administrator, or designee.

3. The project shall comply with the latest adopted edition of the following codes as applicable:
    a. California Building Code
    b. California Electrical Code
    c. California Mechanical Code
    d. California Plumbing Code
    e. California Energy Code
    f. California Fire Code
    g. California Green Building Standards Code
    h. California Existing Building Code
    i. Arcadia Municipal Code

4. The project shall comply with Chapter 35A Multiple Family Construction Standards as amended in the Arcadia Municipal Code Section 8130.20.

5. All utility conductors, cables, conduits and wiring supplying electrical, cable and telephone service to a multiple family building shall be installed underground except risers which are adjacent to and attached to a building.

6. Grading plans shall be submitted to, and approved by the Building Services Division. The grading plans shall indicate all on- and off-site improvements, and shall indicate complete drainage paths of all drainage water run-off.

7. A demolition permit shall be obtained from Building Services prior to the removal and/or demolition of the structures on site.

8. No utilities or fixtures shall be located on the exterior walls of the building that face the main driveway.

9. Prior to approval of the Final Parcel Map, the Applicant/Property Owner shall:

a. Remove and replace the existing curb, gutter, and sidewalk from property line to property line.
b. Coordinate with Public Works Services on the installation of a new street tree.
c. Construct a new drive approach per City Standard plan.

10. Prior to receiving a Certificate of Occupancy, the Applicant/Property Owner shall repair any damages caused by the development to the asphalt street frontages from property line to property line including but not limited to trench cuts and construction traffic, per the direction of the City Engineer.

11. The proposed development requires an LID plan which shall comply with the Los Angeles County Department of Public Works 2014 LID standard Manual and show the selected measures on the grading plan.

12. All structures shall be provided with an automatic fire sprinkler system per the City of Arcadia Fire Department's Multi-Family Dwelling Sprinkler Standard.

13. There is a 6-inch cast iron water main with 72 psi static pressure that the development shall connect to on Alice Street for domestic water and/or fire services. The Applicant/Property Owner shall provide calculations to the Public Works Services Department to determine the total combined maximum domestic and fire demand, and verify the water service size required.

14. The Applicant/Property Owner shall install a separate water meter for each condominium unit. The water meter for each unit can be used to supply both domestic water services and fire services. The Applicant/Property Owner shall separate the fire service from domestic water service with an approved back flow device.

15. All condominiums shall require a separate water service and meter for common area landscape irrigation.

16. A Water Meter Permit Application shall be submitted to the Public Works Services Department prior to issuance of a building permit for the new development.

17. New water service installations shall be by the Applicant/Property Owner. Installation shall be according to the specifications of the Public Works Services Department, Engineering Section. Abandonment of existing water services, if necessary, shall be carried out by the Applicant/Property, according to Public Works Services Department.

18. An 8" Vitrified Clay Pipe (VCP) City sewer line is available on Alice Street to provide sanitary sewer service for the project. The Applicant/Property Owner shall utilize the existing sewer lateral if possible.

19. If any drainage fixture elevation is lower than the elevation of the next upstream manhole cover (444.97'), an approved type of backwater valve is required to be installed on the lateral within the City's right-of-way.

20. The proposed project shall be subject to low impact development (LID) requirements. These requirements include but are not limited to using infiltration trenches, bio-retention planter boxes, roof drains connected to a landscaped area, pervious concrete/paver, etc.

21. The Applicant/Property Owner shall provide, and accommodate for, a total of three trash containers for trash, recycling and green waste for each unit, to the satisfaction of the Public Works Services Director, or designee.

22. The Property Owner/Applicant shall comply with all City requirements regarding building safety, fire prevention, detection, suppression, emergency access, public right-of-way improvements, parking, water supply and water facilities, sewer facilities, trash reduction and recycling requirements, and National Pollutant Discharge Elimination System (NPDES) measures to the satisfaction of the Building Official, Fire Marshal, Public Works Services Director, and Planning & Community Development Administrator, or their respective designees. Compliance with these requirements is to be determined by having fully detailed construction plans submitted for plan check review and approval by the foregoing City officials and employees.

23. To the maximum extent permitted by law, the Applicant must defend, indemnify, and hold the City, any departments, agencies, divisions, boards, and/or commissions of the City, and its elected officials, officers, contractors serving as City officials, agents, employees, and attorneys of the City ("Indemnitees") harmless from liability for damages and/or claims, actions, or proceedings for damages for personal injuries, including death, and claims for property damage, and with respect to all other actions and liabilities for damages caused or alleged to have been caused by reason of the Applicant's activities in connection with MFADR 21-06 and TPM 22-01 on the Project site, and which may arise from the direct or indirect operations of the Applicant or those of the Applicant's contractors, agents, tenants, employees or any other persons acting on Applicant's behalf, which relate to the development and/or construction of the Project. This indemnity provision applies to all damages and claims, actions, or proceedings for damages, as described above, regardless of whether the City prepared, supplied, or approved the plans, specifications, or other documents for the Project.

    In the event of any legal action challenging the validity, applicability, or interpretation of any provision of this approval, or any other supporting document relating to the Project, the City will promptly notify the Applicant of the claim, action, or proceedings and will fully cooperate in the defense of the matter. Once notified, the Applicant must indemnify, defend and hold harmless the Indemnitees, and each of them, with respect to all liability, costs and expenses incurred by, and/or awarded against, the

City or any of the Indemnitees in relation to such action. Within 15 days' notice from the City of any such action, Applicant shall provide to City a cash deposit to cover legal fees, costs, and expenses incurred by City in connection with defense of any legal action in an initial amount to be reasonably determined by the City Attorney. City may draw funds from the deposit for such fees, costs, and expenses. Within 5 business days of each and every notice from City that the deposit has fallen below the initial amount, Applicant shall replenish the deposit each and every time in order for City's legal team to continue working on the matter. City shall only refund to Developer any unexpended funds from the deposit within 30 days of: (i) a final, non-appealable decision by a court of competent jurisdiction resolving the legal action; or (ii) full and complete settlement of legal action. The City shall have the right to select legal counsel of its choice that the Applicant reasonably approves. The parties hereby agree to cooperate in defending such action. The City will not voluntarily assist in any such third-party challenge(s) or take any position adverse to the Applicant in connection with such third-party challenge(s). In consideration for approval of the Project, this condition shall remain in effect if the entitlement(s) related to this Project is rescinded or revoked, whether or not at the request of the Applicant.

24. Approval of MFADR 21-06 and TPM 22-01 (83722) shall not be in effect unless the Property Owner and Applicant have executed and filed the Acceptance Form with the City on or before 30 calendar days after the Planning Commission has adopted the Resolution. The executed Acceptance Form submitted to the Development Services Department is to indicate awareness and acceptance of the conditions of approval.

Attachment No. 2

Aerial Photo with Zoning Information and Photos of the Subject Site

Parcel Number: **5779-017-007**

Site Address: **161 ALICE ST**

Property Owner(s): **161 ALICE ST ARCADIA LLC**

Property Characteristics	
Zoning:	R-3
General Plan:	HDR
Lot Area (sq ft):	7,500
Main Structure / Unit (sq. ft.):	1,464
Year Built:	1950
Number of Units:	2

Overlays	
Architectural Design Overlay:	N/A
Downtown Overlay:	N/A
Downtown Parking Overlay:	N/A
Parking Overlay:	N/A
Racetrack Event Overlay:	N/A
Residential Flex Overlay:	N/A
Special Height Overlay:	N/A

Selected parcel highlighted

Parcel location within City of Arcadia

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Report generated 5-May-2022

View of the subject property

View of the neighbor across the street to the south/southwest

View of the adjacent neighbor to the west

View of the adjacent neighbor to the east

View of the neighbor across the street to the southeast

Attachment No. 3

Tentative Parcel Map

No. TPM 22-01 (83722)

TENTATIVE PARCEL MAP NO. 83722

IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

LOT 15 IN BLOCK 62 1/2 OF PART OF ARCADIA SANTA ANITA TRACT, IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA , AS PER MAP RECORDED IN BOOK 16 PAGE 58 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 5779-017-007

FOR CONDOMINIUM PURPOSES

OWNER:
161 ALICE ST ARCADIA LLC
C/O: YI Z ZHOU
29 VIA RICARDO
NEWBURY PARK, CA 91320
EMAIL: BBZHANGYI@GMAIL.COM
PHONE: (213) 273-4259

PREPARED BY:
JACK LEE, R.C.E. 40870260
CAL LAND ENGINEERING, INC.
576 E. LAMBERT ROAD
BREA, CALIFORNIA 92821
TEL: (714) 671-1050
FAX: (714) 671-1090

BENCH MARK:
CITY B.M. NUMBER 89
FD L&PK IN GOLDENWEST AVE & ARCADIA AVE, NORTHEAST CURB RETURN, 4' NORTH
ELEVATION: 512.18' (NAVD 1988)

BASIS OF BEARING
CENTERLINE OF ALICE AVENUE N 89°34'55" W PER TRACT NO. 76053, M.B. 1408-79-81

PROJECT DESCRIPTION:
SUBDIVIDE INTO 3 UNITS CONDOMINIUM

TOTAL AREA: 7,510.70 S.F. (0.17 AC)

OCCUPANCY GROUP: R3 and U

SPRINKLERED - PER CITY ORDINANCE CODE 8130.14

APPLICABLE CODES / CODE COMPLIANCE
2019 CBC, CMC, CPC, CEC.
2019 TITLE - 24 ENERGY STANDARDS
2019 CALIFORNIA GREEN BUILDING CODE

APN # 5779-017-007

BUILDING TYPE: CONDOMINIUM
PROPERTY AREA (EXCLUDES CITY PARKWAY): 7,510.7 SQ FT.

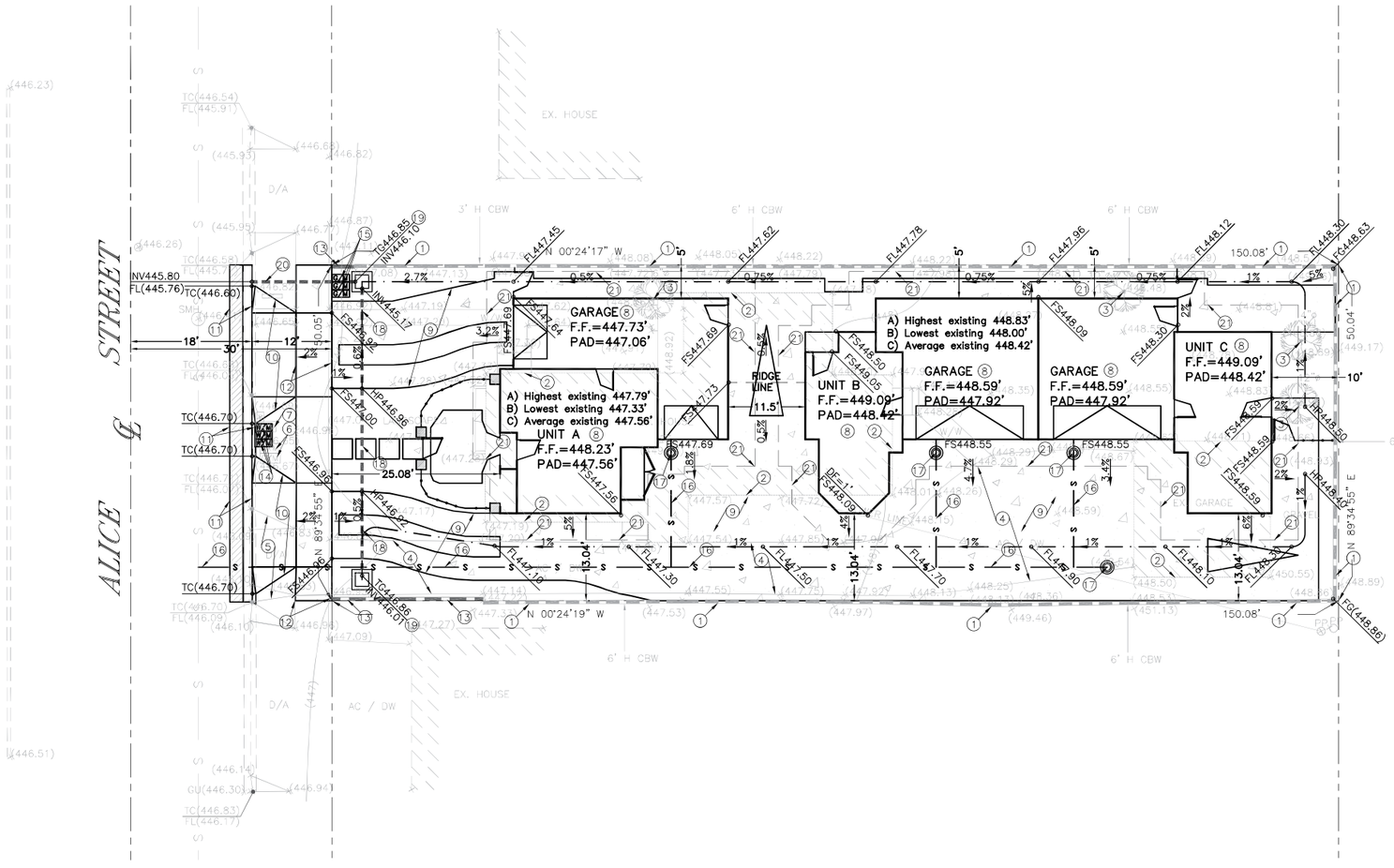
PROPOSED 1ST FLOOR FOOTPRINT: 2,401 SQ FT.
NUMBER OF UNITS: 3
NUMBER OF FLOORS: 3

LANDSCAPE FRONT YARD CALCULATION
FRONT YARD AREA= 25' X 50' = 1,250 SQ FT.
MAX HARDSCAPE 40% OF FRONT YARD:
1,250 S.F. X 40% = 500 SQ.F.
PROPOSED HARDSCAPE: 500 SQ. F.

LOT COVERAGE CALCULATION
LOT SIZE = 7,510.7 SQ.F.
BUILDING COVERAGE= 2,451 SQ FT.
2,451 / 7,510.7 = 32.6%

PROPOSED UNITS	A	B	C
FIRST FLOOR:	428 S.F.	302 S.F.	369 S.F.
SECOND FLOOR:	1,226 S.F.	931 S.F.	876 S.F.
THIRD FLOOR:	203 S.F.	837 S.F.	775 S.F.
TOTAL S.F.:	1,857 S.F.	2,070 S.F.	2,020 S.F.
GARAGE:	446 S.F.	428 S.F.	428 S.F.
OPEN SPACE:	313 S.F.	205 S.F.	422 S.F.
BICYCLE PARKING:	2 PROVIDED		
GUEST PARKING:	2 PROVIDED		

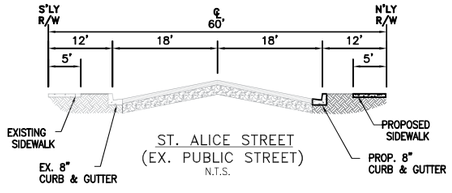
UTILITY SERVICES:
WATER - CITY OF ARCADIA WATER
SEWER - COUNTY OF LOS ANGELES SANITATION DISTRICT
GAS - SOUTHERN CALIFORNIA GAS CO.
ELECTRICAL - SOUTHERN CALIFORNIA EDISON CO.
TELEPHONE - PACIFIC BELL
SCHOOL - ARCADIA CITY SCHOOL DISTRICT
FIRE - CITY OF ARCADIA FIRE DEPARTMENT
SHERIFF - CITY OF ARCADIA POLICE



LEGEND:

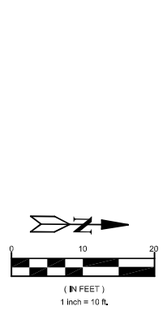
	FIRE HYDRANT	GM	GAS METER
	EDGE PAVEMENT	ET	TRANSFORMER, ELECTRIC
	WATER VALVE	INV.	INVERT
	METER, PULL BOX	NG	NATURAL GROUND
	SIGN	PA	PLANTER AREA
	CONCRETE	PL	PROPERTY LINE
	BLOCK WALL	TR	TOP MANHOLE RIM
	STREET LIGHT	R/W	RIGHT OF WAY
	WOOD FENCE (WDF)	SMH	SANITARY SEWER MANHOLE
	WROUGHT IRON FENCE (WIF)	TS	TOP OF STEPS
	CHAINLINK FENCE (CLF)	TC	TOP OF CURB
ACU	AIR CON. UNIT	TG	TOP OF GRATE
AC	ASPHALT PAVEMENT	TW	TOP OF WALL
BS	BOTTOM OF STEPS	TX	TOP OF "X"
CHMY.	CHIMNEY	WIF	WROUGHT IRON FENCE
℄	CENTERLINE	WM	WATER METER
D.O.	DRAIN OUTLET	WV	WATER VALVE
EG	EDGE OF GUTTER	EPB	ELECTRIC PULL BOX
FC	FINISHED CONCRETE	GI	GRATE INLET
FFD	FINISHED FLOOR	AIRC	AIR CONDITIONER
FH	FIRE HYDRANT	UC	UNDER CONSTRUCTION
FL	FLOWLINE	( )	EXISTING ELEVATION
FS	FINISHED SURFACE		
GB	GRADE BREAK		

CONTOUR INTERVAL = 1 FOOT



CONSTRUCTION NOTES:

1. EXISTING WALL/FENCE TO REMAIN
2. EXISTING BUILDING WALL TO BE REMOVED, PER SEPARATE PERMIT
3. EXISTING TREE TO BE REMOVED
4. EXISTING CONCRETE PAVEMENT TO BE REMOVED
5. EXISTING DRIVEWAY APPROACH TO BE REMOVED, PER SEPARATE PERMIT
6. EXISTING GAS METER TO BE REMOVED
7. EXISTING WATER METER TO BE REMOVED
8. CONSTRUCT BUILDING/ GARAGE, PER ARCHITECTURAL PLAN, PER SEPARATE PERMIT
9. CONSTRUCT NEW CONCRETE PAVEMENT
10. CONSTRUCT NEW DRIVEWAY APPROACH, PER CITY STD. 802-1
11. REPLACE CURB/GUTTER FROM PL TO PL PER SPPWC STD. 120-2. INCLUDE 2' AC SLOT CUT AND REPLACEMENT
12. CONSTRUCT NEW WALKWAY, PER CITY STD, PER SEPARATE PERMIT
13. CONSTRUCT 3'H BLOCK WALL, PER SEPARATE PERMIT
14. INSTALL NEW WATER METER, PER SEPARATE PERMIT
15. NEW GAS METER
16. INSTALL NEW 6" SEWER LINE
17. INSTALL SEWER CLEANOUT
18. INSTALL DRAINAGE PVC PIPE
19. INSTALL BOTTOMLESS CONCRETE CATCH BASIN
20. INSTALL CURB DRAIN PIPE
21. OVER-EXCAVATION



CALAND ENGINEERING, INC.
dba QUARTECH CONSULTANTS
576 E. LAMBERT ROAD, BREA, CA 92821
TEL: (714) 671-1050 FAX: (714) 671-1090

RELEASED

REVISIONS

PROJECT LOCATION:
161 ALICE STREET,
ARCADIA, CA

DRAWN: N.T.
CHECKED:
DATE: 01/11/2022
JOB NO.: 21-019-025
SCALE: 1"=10'
FILE NAME:

T-1

SHEET 1 OF 1 SHT.

Attachment No. 4

Architectural Plans

NEW 3-UNIT CONDOMINIUM

161 ALICE STREET
TO BE 161 ALICE ST. UNIT A, B, & C
ARCADIA, CA. 91006

PROJECT INFORMATION

OWNER:
161 ALICE ST ARCADIA LLC.
29 VIA RICARDO
NEWBURY PARK, CA 91320
email: bbzhangyi@gmail.com
number: (213) 273-4259

OCCUPANCY GROUP: R3 and U

SPRINKLERED - PER CITY ORDINANCE CODE 8130.14

APPLICABLE CODES / CODE COMPLIANCE
2019 CBC, CMC, CPC, CEC.
2019 TITLE - 24 ENERGY STANDARDS
2019 CALIFORNIA GREEN BUILDING CODE

APN # 5779-017-007
BUILDING TYPE: CONDOMINIUM
PROPERTY AREA (EXCLUDES CITY PARKWAY): 7,500 SQ FT.

PROPOSED 1ST FLOOR FOOTPRINT: 2,401 SQ FT.
NUMBER OF UNITS: 3
NUMBER OF FLOORS: 3

LANDSCAPE FRONT YARD CALCULATION
FRONT YARD AREA= 25' X 50' = 1,250 SQ FT.
MAX HARDSCAPE 40% OF FRONT YARD:
1,250 S.F. X 40% = 500 SQ.F.
PROPOSED HARDSCAPE: 500 SQ. F.

LOT COVERAGE CALCULATION
LOT SIZE = 7,500 SQ.F.
BUILDING COVERAGE= 2,451 SQ FT.
2,451 / 7,500 = 32.6%

PROJECT TABULATION

PROPOSED UNITS	A	B	C
FIRST FLOOR:	439 S.F.	302 S.F.	369 S.F.
SECOND FLOOR:	1,201 S.F.	903 S.F.	863 S.F.
THIRD FLOOR:	203 S.F.	837 S.F.	775 S.F.
TOTAL S.F.:	1,843 S.F.	2,042 S.F.	2,007 S.F.
GARAGE:	446 S.F.	428 S.F.	428 S.F.
OPEN SPACE:	313 S.F.	205 S.F.	422 S.F.
BICYCLE PARKING:	2 PROVIDED		
GUEST PARKING:	2 PROVIDED		

CITY NOTES

FIELD VERIFICATION CONTROLER:
1. VERIFY CONTROLLER INSTALLATION WHEN THE CONTROLERS ARE INSTALLED BY THE CONTRACTOR AT THE TIME OF BUILDING FINAL.
WASTE NOTE:
1. MUST SAVE FOR RECYCLE OR RE-USE ATLEAST 50% OF THE NON HAZERDOUS CONSTRUCTION AND DEMOLITION DEBRIS.
VERIFICATION NOTE:
1. FIELD VERIFICATION WILL BE PROVIDED BY A THIRD PARTY.
PLUMBING NOTE:
1. PLUMBING FIXTURES AND FITTINGS SHALL MEET THE STANDADS MENTIONED IN CGBC TABLE 4.304.1. CGBC 4303.3.
FIELD VERIFICATION:
1. DUCT SEALING, SUPPLY DUCT LOCATION, SURFACE AREA AND R-FACTOR.

SHEET INDEX

T1.0	COVER SHT, GENERAL NOTES
T1.1	SITE PLAN
A1.0	1ST FLOOR PLAN
A2.0	2ND FLOOR PLAN
A3.0	3RD FLOOR PLAN
A4.0	ROOF PLAN
A5.0	ELEVATIONS, SECTION
A6.0	ELEVATIONS

REVISIONS

1.	
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4.	

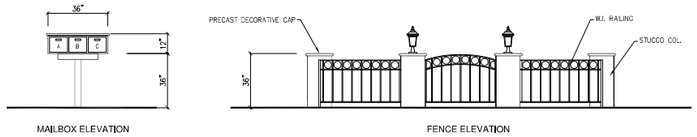
Prestige
Design, Planning, and Development, Inc.
P.O. Box 660860 Arcadia, CA. 91066
Tom Li +(626) 338-7373

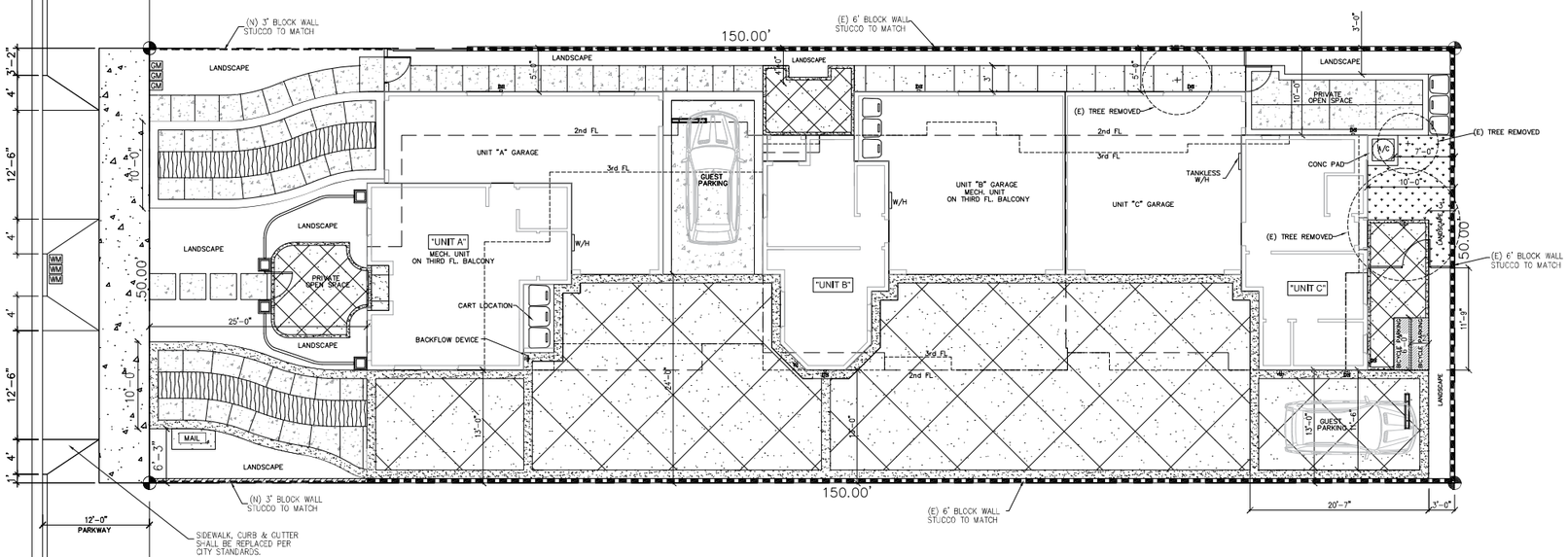
3-UNIT CONDOMINIUM
161 ALICE STREET
ARCADIA, CA. 91006

TITLE & PROJECT INFORMATION

03/19/2022

SHEET
T1.0





PROPOSED SITE PLAN

1/8" = 1'-0"

NORTH
SCALE:
1" = 8'

REVISIONS

1.	
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Prestige
Design, Planning, and Development, Inc.
P.O. Box 660850, Arcadia, CA. 91066
Tom Li -ph. (626) 338-7373

3-UNIT CONDOMINIUM

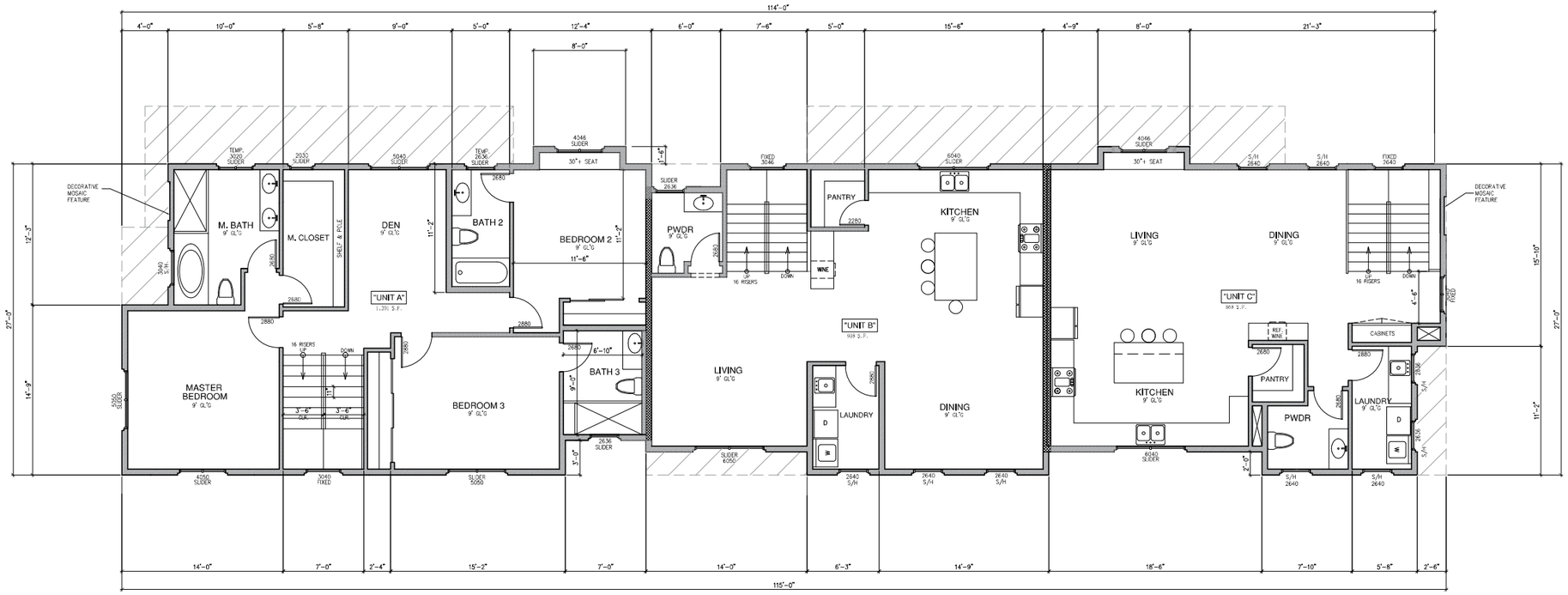
161 ALICE STREET
ARCADIA, CA. 91006

TITLE & SITE PLAN

12/19/2021

SHEET

T1.1



PROPOSED 2ND FLOOR PLAN

3/16" = 1'-0"

NORTH

REVISIONS

1.	
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4.	

Prestige
Design, Planning, and Development, Inc.
P.O. Box 660866; Arcadia, CA. 91066
Tom Li ph. (626) 538-7373

3-UNIT CONDOMINIUM

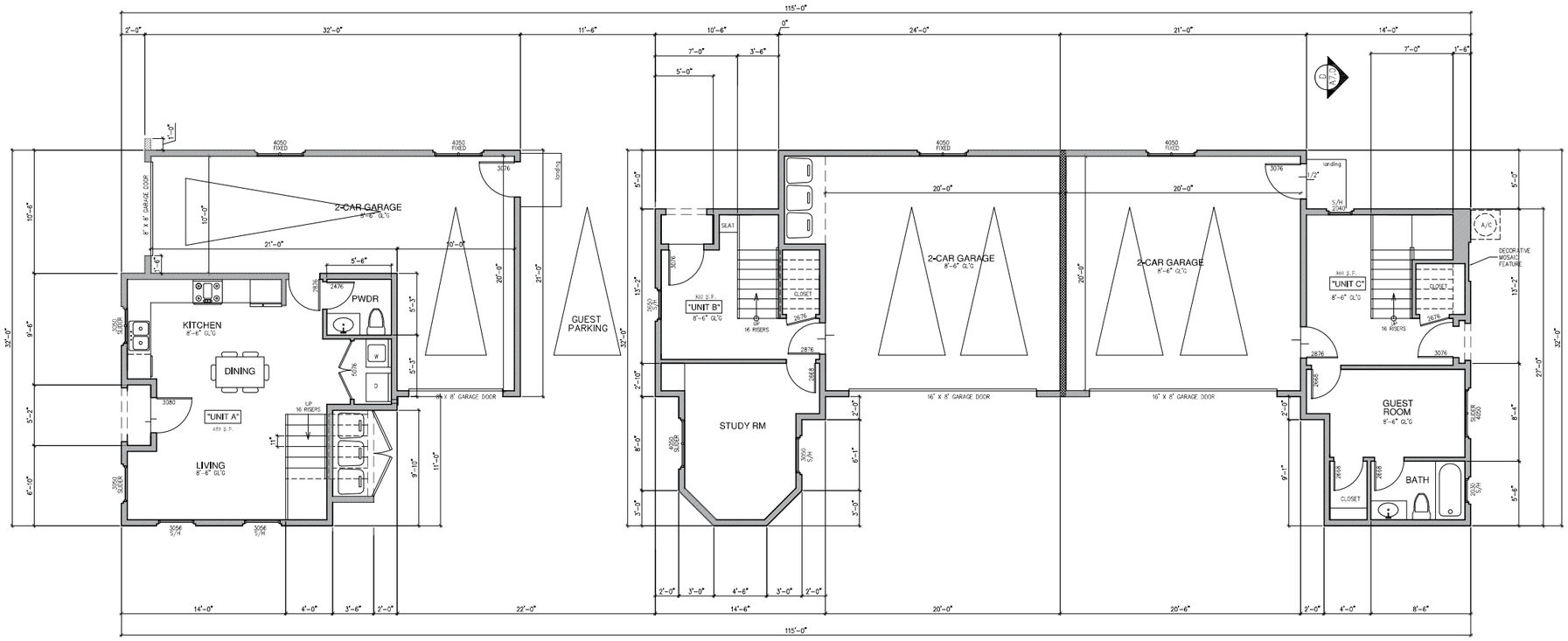
161 ALICE STREET
ARCADIA, CA. 91006

SECOND FLOOR PLAN

03/19/2022

SHEET

A2.0



PROPOSED 1ST FLOOR PLAN

3/16" = 1'-0"

NORTH

REVISIONS

1.	
2.	
3.	
4.	

Prestige
Design, Planning, and Development, Inc.
P.O. Box 660885; Arcadia, CA. 91066
Tom Li ph. (626) 538-7373

3-UNIT CONDOMINIUM

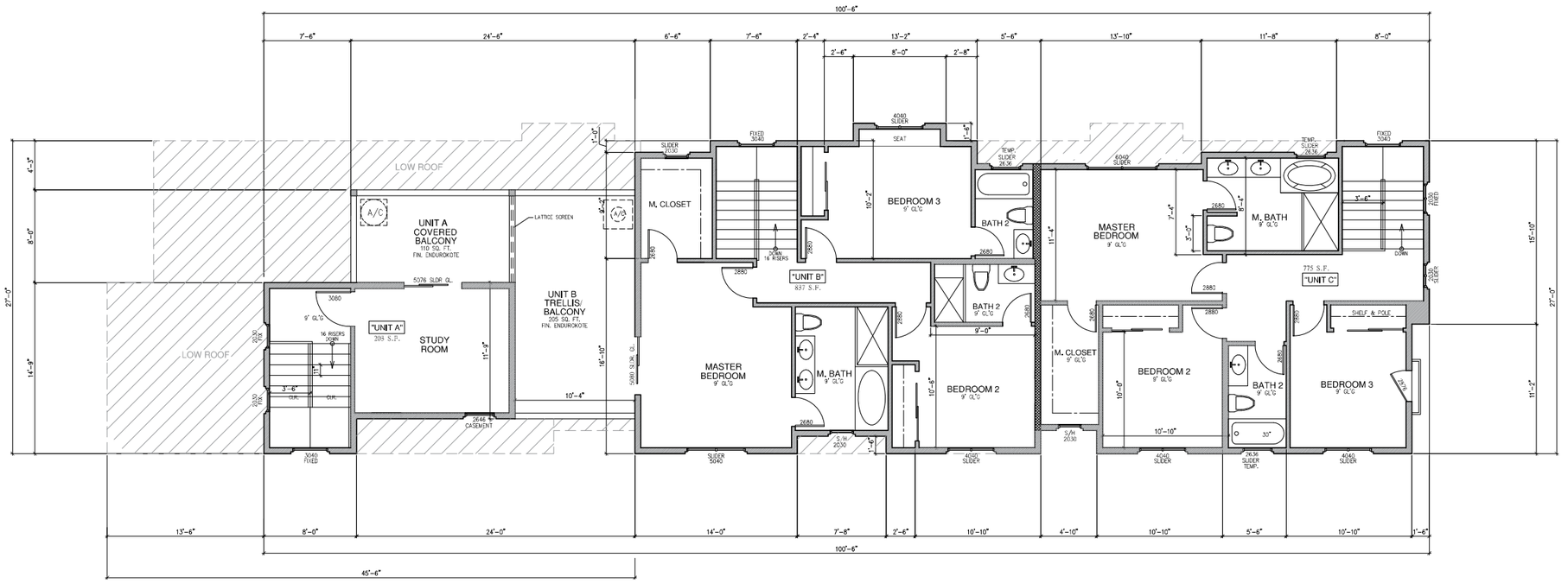
161 ALICE STREET
ARCADIA, CA. 91006

FIRST FLOOR PLAN

03/19/2022

SHEET

A1.0



PROPOSED 3RD FLOOR PLAN

3/16" = 1'-0"

NORTH

REVISIONS

1.	
2.	
3.	
4.	

Prestige
Design, Planning, and Development, Inc.
P.O. Box 660866; Arcadia, CA. 91066
Tom Li ph. (626) 538-7373

3-UNIT CONDOMINIUM

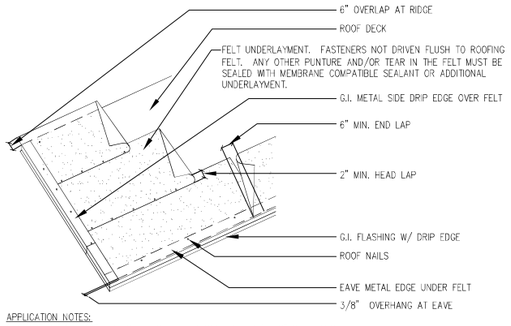
161 ALICE STREET
ARCADIA, CA. 91006

THIRD FLOOR PLAN

03/19/2022

SHEET

A3.0

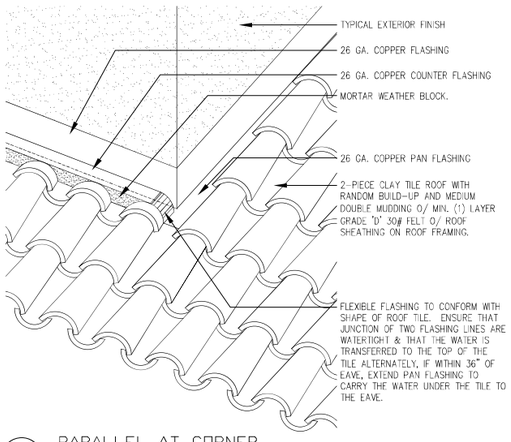


APPLICATION NOTES:

1. START W/ 1 – 19" WIDE SHEET OF FELT ALONG EAVE W/ 3/8" OVERHANG.
2. TROWEL A CONTINOUS LAYER OF ROOFING CEMENT (AT A RATE OF 2 GALLONS PER 100 SQ. FT.) ON TO THE FELT.
3. PRESS 1 – 36" WIDE SHEET OF FELT FIRMLY ONTO THE CEMENT, & NAIL DOWN WITH GALV. ROOFING NAILS AT 12" O.C. ALONG A LINE 18" ABOVE THE BTM. EDGE OF THE FELT.
4. APPLY ROOFING CEMENT TO THE UPPER 19" OF THE EXPOSED FELT.
5. COVER THE CEMENTED PORTION W/ THE NEXT SHEET OF FELT & NAIL.
6. REPEAT PROCESS UNTIL 24" INSIDE THE INTERIOR WALL LINE.
7. COVER THE REMAINING ROOF W/ DBL. LAYERS OF FELT, W/O CEMENT, UP TO THE RIDGE.

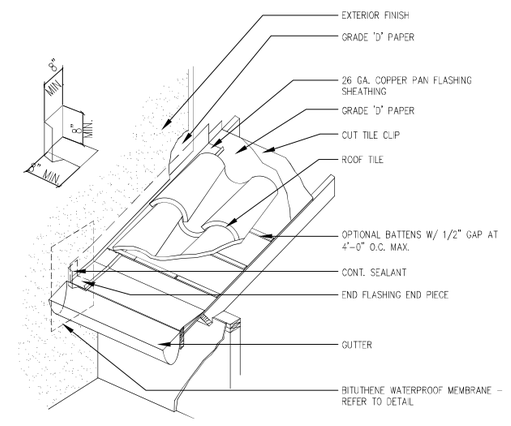
1 FELT UNDERLAYMENT

NTS



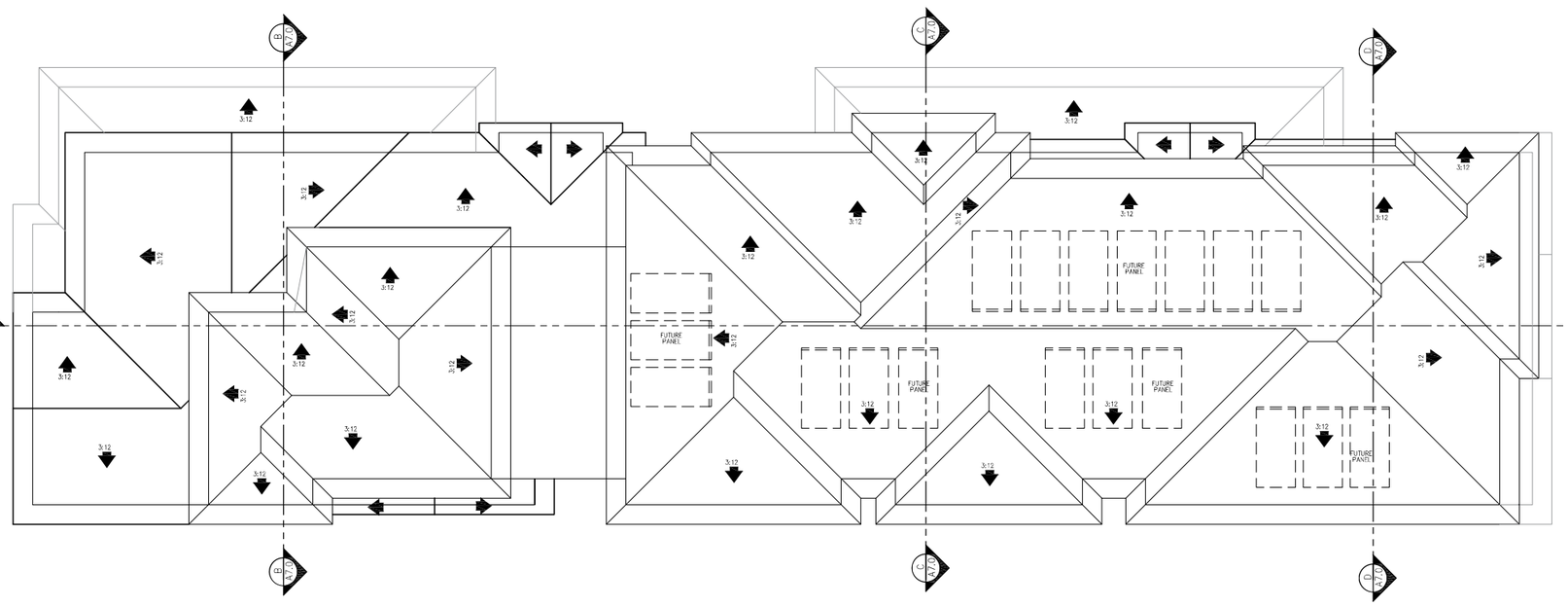
2 PARALLEL AT CORNER

NTS



3 PAN FLASHING AT EAVE

NTS



PROPOSED ROOF PLAN

3/16" = 1'-0"

REVISIONS

1.	
2.	
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4.	

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Tom Li ph. (626) 538-7373

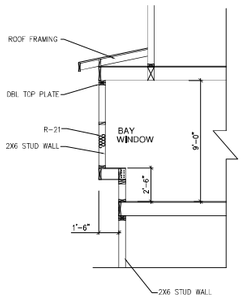
3-UNIT CONDOMINIUM

161 ALICE STREET
ARCADIA, CA. 91006

ROOF PLAN

03/19/2022

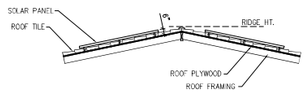
SHEET
A4.0



1 BAY WINDOW SECTION DETAIL

FRONT SOUTH ELEVATION

3/16" = 1'-0"



2 SOLAR PANEL SECTION DETAIL

KEY NOTES:

1 —— CONC. TILE ROOF OVER 30 LBS. FELT ON ROOF SHEATHING (EAGLE ROOFING PRODUCT) BROWN GRAY RANGE.

2 —— LA HABRA STUCCO– FALLBROOK X–434. OR EQUIVALENT.

3 —— #26 G.A. G.I. FLASHING AT VALLEYS (TYP.) FALLBROOK X–434 COLOR.

4 —— ALL WINDOW AND DOOR PRECAST MOULDING (COLOR= SALERNO 45) 4" WIDE PRE–CAST CONCRETE ALL ELEVATIONS. MANUFACTURER– PACIFIC STONE OR EQUIVALENT.

5 —— N/A

6 —— VINYL WINDOW GRIDS TO BE TAN COLOR OR EQUIVALENT. MANUFACTURER JELD–WEN. SIMULATED LITES.

7 —— PRE–FAB CONCRETE TRIM (PRE–CAST) SALERNO 45– OR EQUIVALENT.

8 —— N/A

9 —— FASCIA PAINTED– DUNN–EDWARDS DEC756 WEATHERED BROWN

10 —— EXTERIOR DOOR (CHOCOLATE COLOR)

11 —— WOOD DOOR BY BORANO DOORS, PAINTED DUNN–EDWARDS DEA161 WILD MUSTANG.

12 —— AMARR GARAGE DOORS (BROWN COLOR OR EQUIVALENT)

13 —— LIGHT FIXTURE (PROGRESS LIGHTING) 1–LIGHT WALL LANTERN. HT. 15".

14 —— RAIN GUTTER– COLOR COATES ALUMINUM, MATTE BLACK COLOR.

GENERAL NOTE:

1. RAIN GUTTER TO MATCH FASCIA COLOR & DOWN SPOUT TO MATCH EXTERIOR WALL.
2. A SMOOTH–TROWELED FINISH SHALL BE USED FOR THE STUCCO.
3. ALL WINDOWS TO BE RECESSED A MIN. OF 2" AT EXTERIOR WALL.

EXTERIOR FINISH NOTE

1. EXTERIOR PLASTER (STUCCO) $\frac{7}{8}$" MINIMUM THICKNESS. (3 COAT) PORTLAND CEMENT W/PAPER BACK METAL LATH. PER [CRC 2510.6]. PROVIDE TWO (2) LAYERS GRADE "D" BUILDING PAPER WHEN APPLIED OVER WOOD SHEETING.

REAR NORTH ELEVATION

3/16" = 1'-0"

REVISIONS

1.	
2.	
3.	
4.	

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Tom Li +ph. (626) 538-7373

3-UNIT CONDOMINIUM
161 ALICE STREET
ARCADIA, CA. 91006

ELEVATIONS

03/19/2022

SHEET
A5.0

RIGHT
EAST ELEVATION

3/16" = 1'-0"

KEY NOTES:

1 —— CONC. TILE ROOF OVER 30 LBS. FELT ON ROOF SHEATHING (EAGLE ROOFING PRODUCT) BROWN GRAY RANGE.

2 —— LA HABRA STUCCO– FALLBROOK X–434. OR EQUIVALENT.

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4 —— ALL WINDOW AND DOOR PRECAST MOULDING (COLOR= SALERNO 45) 4" WIDE PRE–CAST CONCRETE ALL ELEVATIONS. MANUFACTURER– PACIFIC STONE OR EQUIVALENT.

5 —— N/A

6 —— VINYL WINDOW GRIDS TO BE TAN COLOR OR EQUIVALENT. MANUFACTURER JELD–WEN. SIMULATED LITES.

7 —— PRE–FAB CONCRETE TRIM (PRE–CAST) SALERNO 45– OR EQUIVALENT.

8 —— N/A

9 —— FASCIA PAINTED– DUNN–EDWARDS DEC756 WEATHERED BROWN

10 —— EXTERIOR DOOR (CHOCOLATE COLOR)

11 —— WOOD DOOR BY BORANO DOORS, PAINTED DUNN–EDWARDS DEA161 WILD MUSTANG.

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GENERAL NOTE:

1. RAIN GUTTER TO MATCH FASCIA COLOR & DOWN SPOUT TO MATCH EXTERIOR WALL.
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1. EXTERIOR PLASTER (STUCCO) $\frac{7}{8}$" MINIMUM THICKNESS. (3 COAT) PORTLAND CEMENT W/PAPER BACK METAL LATH. PER [CRC 2510.6]. PROVIDE TWO (2) LAYERS GRADE "D" BUILDING PAPER WHEN APPLIED OVER WOOD SHEETING.

LEFT
WEST ELEVATION

3/16" = 1'-0"

REVISIONS

1.	
2.	
3.	
4.	

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Tom Li ph. (626) 538-7373

3-UNIT CONDOMINIUM
161 ALICE STREET
ARCADIA, CA. 91006

ELEVATIONS

03/19/2022

SHEET
A6.0

PLANTING LEGEND

SHRUBS

EXISTING FRUIT TREES TO BE REMOVED

–	15 GAL.	PRUNUS CAROLINIANA 'COMPACTA' CAROLINA CHERRY (M) @ 4' O.C.
–	5 GAL.	CUPRESSUS S. 'MONSHEL' TINY TOWER ITALIAN CYPRESS (L) @ 36" O.C.

SHRUBS

S	5 GAL.	SALVIA L. 'SANTA BARBARA' MEXICAN SAGE BUSH (L) @ 24" O.C.
C	5 GAL.	CALLISTEMON 'LITTLE JOHN' LITTLE JOHN BOTTLEBRUSH (L) @ 24" O.C.
	5 GAL.	JUNCUS PATENS CALIFORNIA GREY RUSH (L) @ 24" O.C.
	5 GAL.	DIANELLA REVOLUTA 'LITTLE REV' LITTLE REV FLAX LILY (L) @ 24" O.C.
	5 GAL.	ROSA 'MEIDILAND PINK' PINK MEIDILAND SHRUB ROSE (M) @ 24" O.C.
R	5 GAL.	RHAPHIOLEPIS U. 'MINOR' DWARF YEDDO HAWTHORN (M) @ 36" O.C.
	5 GAL.	LAVANDULA 'HIDCOTE BLUE' 'HIDVOTE BLUE' LAVENDER (L) @ 24" O.C.
	5 GAL.	COLEONEMA PULCHRUM PINK BREATH OF HEAVEN (M) @ 36" O.C.

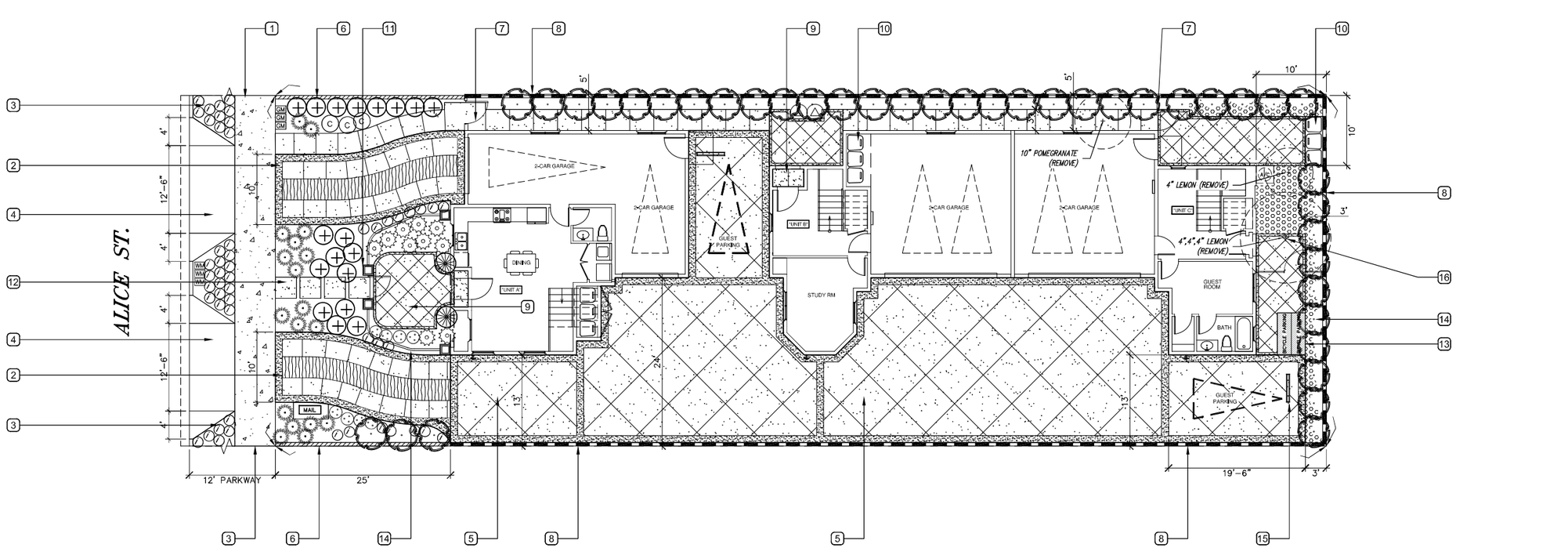
SHRUBS

–	1 GAL.	ANIGOZANTHOS 'RED STAR' RED KANGAROO PAW (L) @ 18" O.C.
–	1 GAL.	LANTANA 'NEW GOLD' DWARF LANTANA (L) @ 18" O.C.
–	1 GAL.	DYMONDIA MARGARETAE SILVER CARPET (L) @ 8" O.C.
–	1 GAL.	FESTUCA 'ELIJAH BLUE' BLUE FESCUE (M) @ 12" O.C.

NOTE:
1. APPLY 3" MIN. OF ORGANIC BARK MULCH IN ALL FINISHED GRADE AFTER PLANTING
2. WUCOLS REGION 4 HYDROZONE: (L)OW, (WST) WARM SEASON TURF

DESCRIPTIONS:

1. EXISTING SIDEWALK
2. NEW 'HOLLYWOOD' STYLE DRIVEWAY, CONCRETE FINISH WITH 36" WIDE GROUND COVER STRIP
3. REMOVE EXISTING TURF AND PLANT NEW DROUGHT TOLERANT GROUND COVER IN PARKWAY
4. NEW DRIVE APPROACH
5. NEW CONCRETE DRIVEWAY WITH 12" SCORED BORDER, STRAIT PATTERN AS SHOWN
6. NEW 36" CMU WALL WITH STUCCO TO MATCHING BUILDING
7. NEW 6' W.I. SIDE GATE ATTACHED TO NEW 6' W.I. FENCE; W.I. FENCE TO ATTACH TO EXISTING CMU WALL
8. EXISTING 6' CMU PROPERTY WALL TO REMAIN WITH NEW STUCCO COLOR TO MATCHING BUILDING
9. UNITS A && B PORCH: NEW CONCRETE PAVING WITH DEEP SCORED JOINTS, DIAMOND PATTERN AS SHOWN. PORCH TO HAVE 6" SCORED BANDING.
10. TRASH BIN STORAGE AREA
11. NEW 36" HT. X 24" SQ. 'UNIT–A' PEDESTRIAN GATE
12. NEW CONCRETE STEPPING STONE WITH 6" CRUSHED GRAVEL GAP
13. AREA INDICATES SPACE FOR BICYCLE PARKING/RACKS
14. NEW 36" HT. W.I. FENCE FOR UNIT–A
15. GUEST PARKING SPACES WITH CONCRETE WHEEL STOP BARS ANCHORED TO GROUND WITH REBAR DOWEL
16. EXISTING FRUIT TREES TO BE REMOVED



0 4' 8' 16'
1/8"=1'–0"

TWO TREES DESIGN, INC.
LANDSCAPE ARCHITECTURAL DESIGN SERVICES
CALIFORNIA REGISTERED
1832 SAN DIEGO ST. WEST COVINA, CA. 91790
626–475–9819
E-mail: 2treesdesign@gmail.com
www.emailsignature.com

CONCEPTUAL LANDSCAPE PLAN

3-UNIT CONDOMINIUM

161 ALICE ST.
ARCADIA, CA. 91006

DATE	REVISIONS

SCALE	AS SHOWN
DATE	3-21-2021
PROJECT NO.	F2104
DRAWN BY	HTF
CHECKED BY	

SHEET NO.
L-1
OF 1 SHEETS

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Attachment No. 5

Preliminary Exemption Assessment

PRELIMINARY EXEMPTION ASSESSMENT

1.	Name or description of project:	MFADR 21-06 and TPM 22-01 (83722) – A tentative parcel map for a three-unit residential condominium development with a Categorical Exemption under the California Environmental Quality Act ("CEQA")
2.	Project Location – Identify street address and cross streets or attach a map showing project site (preferably a USGS 15' or 7 1/2' topographical map identified by quadrangle name):	161 Alice Street (between S. 1st Avenue & S. 2nd Avenue)
3.	Entity or person undertaking project:	A.
		B. Other (Private)
		(1) Name: Thomas Li of Prestige Design, Planning & Development, Applicant
		(2) Address: PO Box 660866 Arcadia, CA 91066

4. Staff Determination:

The Lead Agency's Staff, having undertaken and completed a preliminary review of this project in accordance with the Lead Agency's "Local Guidelines for Implementing the California Environmental Quality Act (CEQA)" has concluded that this project does not require further environmental assessment because:

a.	☐	The proposed action does not constitute a project under CEQA.	
b.	☐	The project is a Ministerial Project.	
c.	☐	The project is an Emergency Project.	
d.	☐	The project constitutes a feasibility or planning study.	
e.	☒	The project is categorically exempt.	
		Applicable Exemption Class:	15332 – Class 32 (In-Fill Development)
f.	☐	The project is statutorily exempt.	
		Applicable Exemption:	
g.	☐	The project is otherwise exempt on the following basis:	
h.	☐	The project involves another public agency, which constitutes the Lead Agency.	
		Name of Lead Agency:	

Date: April 21, 2022 Staff: Edwin Arreola, Assistant Planner

STAFF REPORT

Development Services Department

DATE: May 10, 2022

TO: Honorable Chair and Planning Commission

FROM: Jason Kruckeberg, Assistant City Manager/Development Services Director
Lisa L. Flores, Planning & Community Development Administrator

SUBJECT: MINOR USE PERMIT NO. MUP 21-08, ARCHITECTURAL DESIGN REVIEW NO. ADR 21-12, GENERAL PLAN CONSISTENCY NO. 22-01, TENTATIVE PARCEL MAP NO. TPM 21-02, A DENSITY BONUS AND A STREET VACATION ALONG WITH AN ENVIRONMENTAL IMPACT REPORT UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FOR THE "ALEXAN ARCADIA" MIXED-USE DEVELOPMENT, WITH 319 RESIDENTIAL UNITS, INCLUDING 26 AFFORDABLE UNITS, LOCATED AT 150 N. SANTA ANITA AVENUE
Recommendation: Adopt Resolution No. 2093 Recommending Approval to the City Council

SUMMARY

The applicant, Arcadia Apartments, LLC, on behalf of the property owner, Pi Properties and 111 LLC, is requesting approval of Minor Use Permit No. MUP 21-08, Architectural Design Review No. ADR 21-12, Tentative Parcel Map No. TPM 21-02, and General Plan Consistency No. 22-01 to construct a new mixed-use development at 150 N. Santa Anita Avenue and surrounding properties. The project includes a density bonus and a street vacation and will result in a seven-story mixed-use building containing 319 residential units, including 26 affordable units and eight live-work units. The existing eight-story office building will remain on site as well as the one-story Bank of America drive-through ATM use, and a plaza will be constructed to connect these existing uses to the new building. A parking structure will be constructed as part of the mixed-use building and will include 551 parking spaces to be shared by all uses on site.

The proposed development is consistent with the City's General Plan, Development Code, and Subdivision Code. The Statement of Findings addresses the environmental effects associated with the proposed project, as described in the Draft Environmental Impact Report (EIR). It is recommended that the Planning Commission adopt Resolution No. 2093 (Attachment No. 1) recommending approval of the project to the City Council, subject to the conditions listed in this staff report.

BACKGROUND

The project site consists of four parcels totaling approximately 2.96 acres in size, located on the east side of N. Santa Anita Avenue, south of Santa Clara Street, and north of Wheeler Avenue. The site is zoned Downtown Mixed Use (DMU) along with a H8 Height Overlay, which allows construction up to 95 feet in height. The General Plan Land Use Designation of the site is Downtown Mixed Use with a residential density allowance of 80 units per acre and a Floor Area Ratio of 1.0 – refer to Attachment No. 2 for an Aerial Photo with Zoning Information and Photos of the Subject Property. The property is surrounded by commercial uses consisting of the REI retail location to the north, which is zoned DMU, as well as the Gold Line Light Rail station, parking garage and transit plaza. To the east is a public alley and the Arcadia Post Office site, and to the south across Wheeler Avenue is the City's public parking lot, all zoned DMU. To the west across Santa Anita Avenue is the Rusnak Mercedes Benz dealership (zoned as Central Business District) and other properties zoned DMU (see Figure 1 below for an aerial of the site).

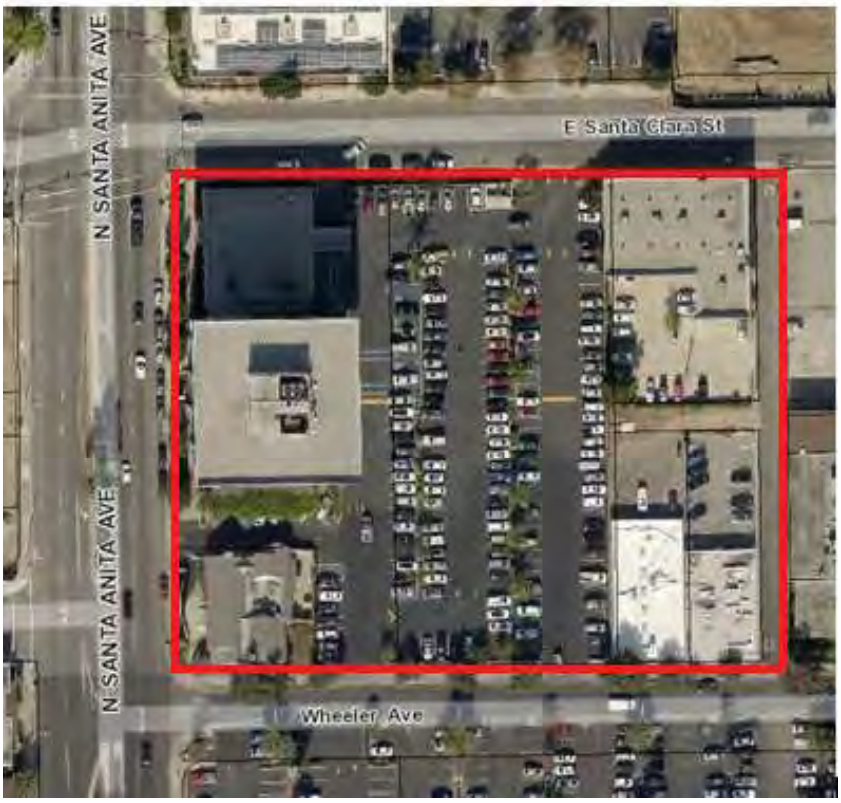

Figure 1 - Aerial of Subject Site

PROPOSAL

Three of the existing buildings on site, those addressed as 30 E. Santa Clara, 25 Wheeler Avenue, and 31 Wheeler Avenue, will be demolished as part of the project. The existing eight-story office building and associated one-story Bank of America building, will remain on site and will share parking with the new building. Additionally, an open plaza area will

be constructed to connect the existing buildings with the new mixed-use development, along with a small 750 square foot café use. The drive through ATM use will remain.

The proposed mixed-use development consists of the construction of a seven-story building with five stories of residential units (319 units) over two subterranean levels of parking and additional project parking on levels one and two. Of the 319 residential units, 26 will be reserved for affordable housing at the very low-income level. The ground floor of the building along Wheeler Avenue will consist of eight live-work spaces and will convey a commercial appearance. Similarly, the ground floor frontage along Santa Clara Street will consist of the lobby, fitness area, and lounge for the associated residential units and will also appear as commercial along the streetscape.

In order to achieve this project description, the applicant is proposing to consolidate the existing four legal lots into two lots, one for the existing buildings along Santa Anita Avenue at 35,609 square feet in size, and one for the new mixed-use development at 92,901 square feet in size – refer to Attachment No. 3 for the Tentative Parcel Map and Attachment No. 4 for the Architectural Plans. The proposed building will be 84'-11" in height, therefore the development will be in compliance with the maximum height of 95 feet. In addition to the commercial appearance of the street frontages, the project will include refurbishment of the public alley to the east of the site into an improved accessway to the parking structure and pedestrian connection between the Arcadia Gold Line Station and Downtown Arcadia. See Figure 2 below for the overall site plan of the project area and Figure 3 for the renderings of the project.

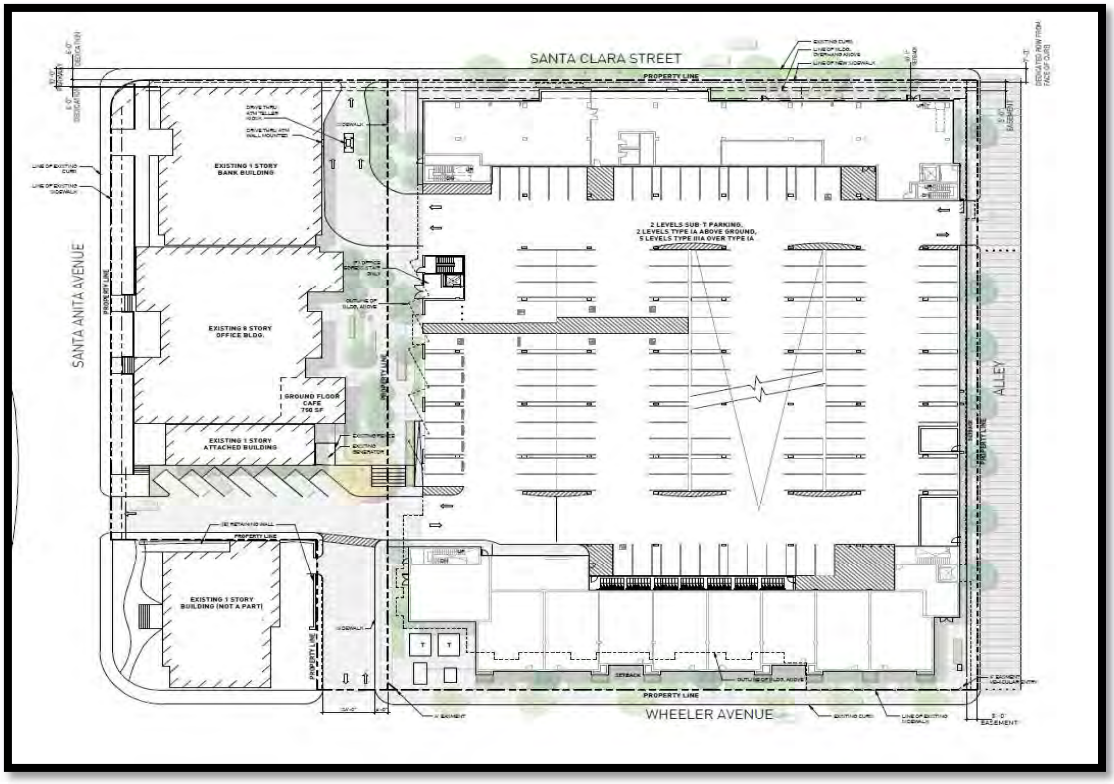

Figure 2 – Site Plan

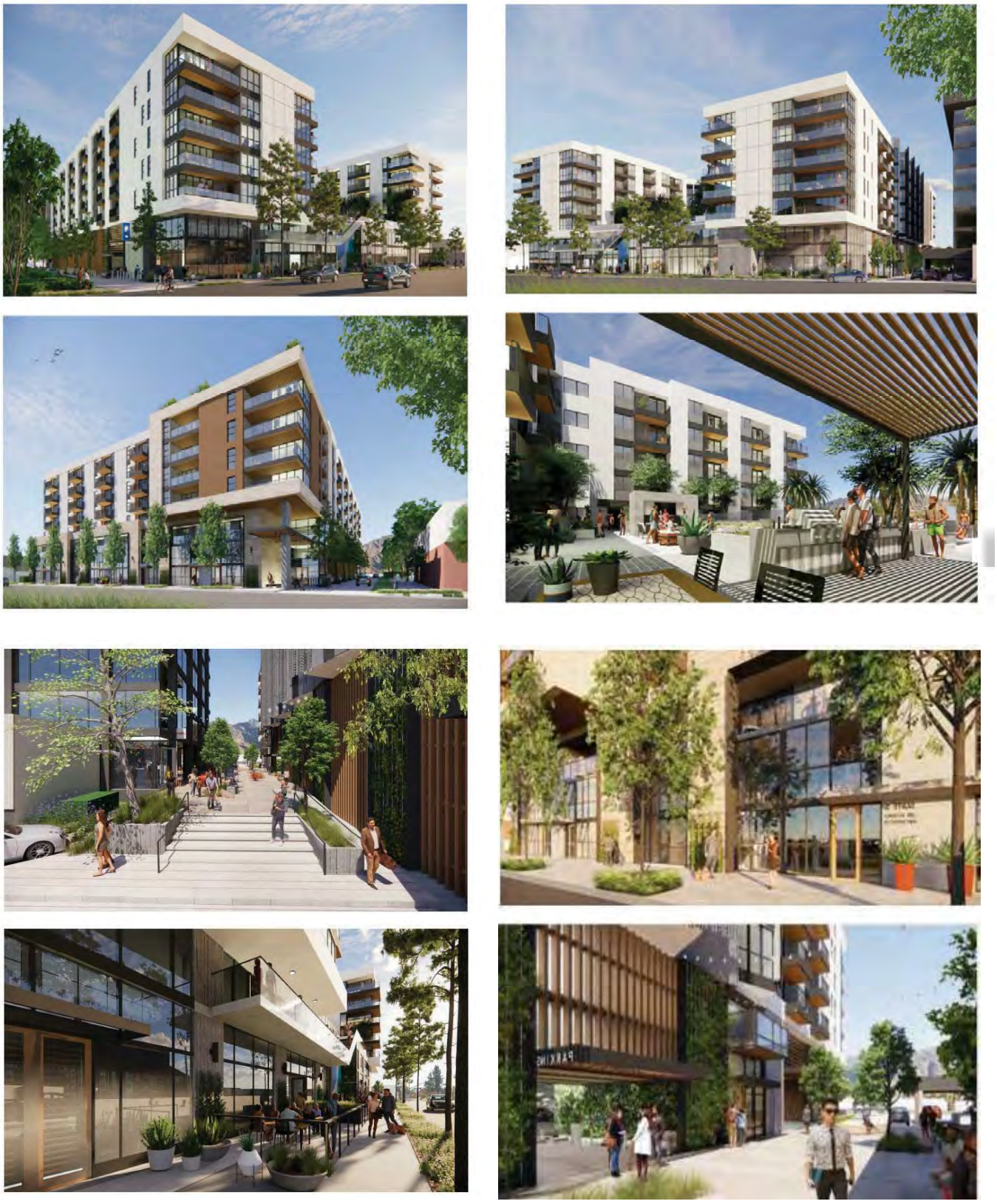

Figure 3 - Renderings

The proposed residential unit mix will be comprised of 64 studios, 168 one-bedroom units, 79 two-bedroom units, and 8 live-work units. These units will occupy the second through the seventh floors of the building and will range in size from studios beginning at 508 square feet to 1,382 square feet for the largest of the two-bedroom units. Of these units, 26 will be provided as affordable housing units to be reserved for residents at the very low-income level per Los Angeles County's affordability standards. By providing 11% affordable units at very low-income (based on the original allowed density), the project qualifies for a density bonus per the Government Code of the State of California. This density bonus permits an additional 35% of units on site, which is why the overall project proposal of 319 units is permissible.

In terms of open space, the Alexan provides a substantial open space program for residents. Level 3 of the building includes an outdoor pool area, fire pit, barbeque dining area, game lounge and a lawn area, as well as an outdoor passive court area located in the middle of the building. The project also includes private balconies and a game room and roof deck on the top level.

In terms of parking, the project will provide a total of 551 parking spaces within the four levels of the associated parking garage and several surface spaces. The parking supply is meant for both the residents of the mixed-use building, as well as for the existing office buildings that will remain on site. Access to the parking structure will be provided from Santa Clara Street through the alley to the east of the project as well as from Wheeler Avenue. Egress will be from these same locations as well as through the northwest corner of the site adjacent to the Bank of America ATM travel lanes and onto Santa Anita. The project will also include all electric vehicle, ADA van accessible, and bicycle parking spaces required per the Development Code and associated regulations. Due the provision of affordable housing units, as well as the proximity to the light rail station, the project qualifies for reduction in parking requirements as a matter of right. Additional detail and analysis on parking is provided below.

ANALYSIS

The project site is zoned DMU, which allows a mixed-use development subject to the approval of a Minor Use Permit (MUP). A MUP is typically processed administratively by staff, however since the proposed mixed-use development requires a Tentative Parcel Map as well as a density bonus and street vacation, the MUP is subject to both Planning Commission and City Council review. The purpose of the MUP is to ensure compatibility with the surrounding uses and to promote an active pedestrian environment with commercial uses located along street frontages. During a Study Session with the City Council concerning the project, the Council stated that they were interested in a market or specialty food store locating in this area as a way to activate the area and provide a needed service for new residents. The applicant reviewed this plan with their commercial team and concluded that the space would not be successful for such a use. A report was generated illustrating these findings, called the Alexan Arcadia Market Analysis (see Attachment No. 7). In addition, the City contracted with CBRE to provide a retail analysis of this project which concluded that the findings in the Market Analysis are adequate (also included in Attachment No. 7). In addition, an alternative was added to the Environmental

Impact Report that evaluates the ground level of the Wheeler Avenue frontage as a market use to compare impacts.

In order to provide a commercial frontage, the applicant has proposed eight live-work units along Wheeler Avenue. These units will provide commercial uses and provide an active streetscape along Wheeler. Residential uses are only permitted in conjunction with a commercial use and are permitted above ground floor commercial. The subject property is one of the few properties in Arcadia which is designated with an H8 Height Overlay, allowing up to 95 feet in height. This was done to facilitate the existing eight story building on the site many years ago but, given that this Overlay zone is in effect, no modification is necessary given the maximum height of the building is proposed at 84'-11" to the top of the parapet.

The proposed mixed-use development requires approval of a Tentative Parcel Map to consolidate the four existing parcels into two parcels. Parcel 1 will contain the one-story Bank of America building (6,534 square feet), the eight-story office building (75,133 square feet) and its adjacent one-story building (1,586 square feet). Parcel 2 will contain the new mixed-use building at 258,341 square feet of residential square footage, along with eight live-work units. For purposes of computing Floor Area Ratio (FAR), the square footage of the "work" portion of the live-work units was included with the other commercial uses on the resulting two parcels. This results in 92,534 square feet of commercial floor area, or an FAR of .72. Given that residential area is not included in the FAR calculation, this FAR is below the maximum commercial FAR allowed of 1.0. The proposed subdivision has been reviewed by the applicable City departments and it complies with the subdivision regulations of the Arcadia Municipal Code and the State Subdivision Map Act and will not violate any requirements of the California Regional Water Quality Control Board.

Density Bonus and Affordable Housing

Senate Bill 1818 amended the State's Density Bonus program, and it offers incentives for the development of affordable housing for low income, moderate income, and senior citizen households. The Arcadia Development Code refers to the applicable Government Code when referencing density bonus law and the program allows developments to receive a density bonus over and above the allowable base density if the appropriate number of affordable units are provided. In this case, the developer is proposing 11% of the units be set aside as affordable housing for very low-income households. With 11% of the units affordable at this level, the project qualifies for a 35% density bonus per the State. The table below shows the unit summary, including the allowable density.

Residential Component	Calculation	Number of Units
Base Density	80 du/acre	236
SB 1818 Unit Count	35%	319
Housing Type Provided		
Market Rate Units		293
Affordable Units		26

This is a density that is allowed by-right if the affordable units are provided. In order to ensure that the allowable units are included, the Development Code requires that the method proposed by the developer to maintain the continued affordability of the units be provided. To this end, the developer will be recording a Density Bonus Housing Agreement which will be reviewed by the City Attorney to ensure that the 26 affordable units will be rented to individuals who qualify at very low-income levels. The Agreement will also ensure that these units are maintained as affordable over time. These units will be spread throughout the project and the covenant will be recorded prior to the issuance of a Certificate of Occupancy.

In addition, the Government Code and the Arcadia Development Code allow developers to seek concessions or waivers to certain zoning requirements along with density bonuses. This can include relaxation of development standards such as parking or height, setbacks, lot coverage, etc. In this case, the only development standard that is being altered by the developer is parking. However, since the project is located in close proximity to the light rail station AND is providing affordable housing units, the developer is able to provide the units with less associated parking than the Code requires. This issue is described in more detail below in the parking section, but is mentioned here because, if necessary, the developer could request a concession that would be reviewed by the Planning Commission and City Council. No concession is necessary, however.

Parking

The proposed project would redevelop a site containing existing surface parking for the office building. As a result, a total of 183 existing surface parking spaces would be replaced in the parking structure, with an additional six surface spaces remaining adjacent to the building. The proposed parking structure will provide a total of 551 parking spaces, contained in two subterranean levels and the first two levels of the new building. These spaces are designed to be internal to the site, as the ground level on both street frontages will include the live-work portion along Wheeler Avenue and the amenity portion of the residential project along Santa Clara Street.

For the residential component of a mixed-use development, the Arcadia Development Code generally requires 1.5 spaces per unit and 1 guest space for every 3 units. However, AB 2345 amended the Density Bonus Law to provide that a city may not require more than 0.5 spaces per unit, including guest and disability parking, for a development that includes at least 11% very low-income units, is within one-half mile from a major transit stop, and has unobstructed access to that transit stop. Accordingly, given the project's provision of affordable housing and proximity to a major transit stop, for 319 units, the required residential parking is 160 spaces. In addition to the 160 required spaces, the applicant will provide an additional 193 spaces for a total of 353 spaces. Of those 353 residential parking spaces, State and local codes require that six (6) be accessible spaces and two (2) be van accessible spaces.

So, per density bonus law, the required parking would be to replace the existing commercial spaces (183 spaces), plus the 160 residential spaces for a total of 343

spaces. With 551 spaces proposed, the development is meeting the legal requirements. The table below provides a summary of the allocation of the parking spaces being provided vs. what is required per law.

Parking Required	Spaces
Commercial Parking to be replaced. Eight-Story Office Building, drive through building, Café	183
Residential Parking per Density Bonus Law	160
TOTAL REQUIRED	**343**
Parking Provided	**Spaces**
Commercial Parking to be replaced. Eight-Story Office Building, drive through building, Café	183
Residential Parking for: • 72 studios/live work units • 247 one and two-bedroom units	368
TOTAL PROVIDED	**551**

Although the project meets the parking requirements per AB 2345, a more detailed analysis was performed on expected parking demand and the sharing of parking spaces between the proposed land uses. This can be found in Appendix K-2 of the EIR, the Transportation Technical Memorandum. To summarize, the demand for parking was reviewed on a 24-hour period based on utilization demand figures obtained for each land use through the Institute of Traffic Engineers (ITE) Parking Generation Manual. Because the commercial uses are not operating in the evening or night, which is the most impacted period for the residential uses, many of the spaces are effectively “shared” during a normal business day and evening. The study anticipates the highest demand for the commercial use is between 10:00 AM on weekdays and Saturday, and for the residential use overnight between 12:00 AM and 4:00 AM on weekdays and Saturday. The combined weekday peak shared demand for all uses together would be at 10:00 AM on weekdays and would result in a peak parking demand of 404 spaces. Similarly, peak parking demand on Saturday for all uses would occur overnight when most residents were present, resulting in a demand for 376 spaces. Therefore, the demand for all uses would still fall below the overall parking supply proposed of 551 spaces. The fact that the project is within a few hundred feet of the light rail station adds credibility to this analysis and the overall parking needs. The Transportation Technical Memorandum does conclude, however, that 376 parking spaces be reserved for residential uses at all times to accommodate the maximum demand period for residential uses.

The Code also requires bicycle parking for mixed-use developments at a rate of 0.2 spaces per residential unit and 5% of non-residential parking. Based on 319 residential

units and 171 non-residential parking spaces, 82 bicycle parking spaces are required. The project will provide 82 bicycle parking spaces located on level 1 of the development. This complies with the Code and exceeds the minimum requirement. Additionally, the project will meet all ADA and Energy Efficient vehicle requirements.

Another issue that is of import for this project is construction parking and replacement parking during construction. The applicant has identified a number of possibilities for replacement parking, including the Gold Line (or L Line) Arcadia station, the Sierra Madre Villa Station, and Santa Anita Park. Staging of construction vehicles is expected to occur within the project boundaries. Given the size of the site, the staging should be able to be handled without disrupting the surrounding parking lot or commercial uses. A detailed replacement parking and construction parking and staging plan will be required prior to the issuance of a building permit for the project.

Traffic and Circulation

Vehicular circulation to the Project site and parking structure is proposed with two two-directional access points as well as two exit-only locations. Vehicular access and egress to the Project site would be available from the alley on the eastern edge of the Project site from Santa Clara. Additionally, vehicles would be able to exit the parking structure to an exit-only driveway onto Santa Clara on the northwest portion of the site, adjacent to the existing office building. The other entrance is available on the southwest corner of the site via Wheeler Avenue. Vehicles would be able to both enter and exit from this point, but the drive aisle on to Santa Anita at this location will be an exit only from the garage. These access and egress points have been evaluated in the traffic study and reviewed by the City Engineer and will be adequate for the project and its associated uses.

In terms of traffic, both the trips generated by the existing uses and the newly generated trips were evaluated to determine any expected impacts on the traffic flow through the area. A total of six intersections were analyzed as part of this project, including the intersections of Santa Anita Avenue and Huntington Drive, Wheeler Avenue and Santa Clara Avenue, and the intersections of First Avenue and those same three cross streets.

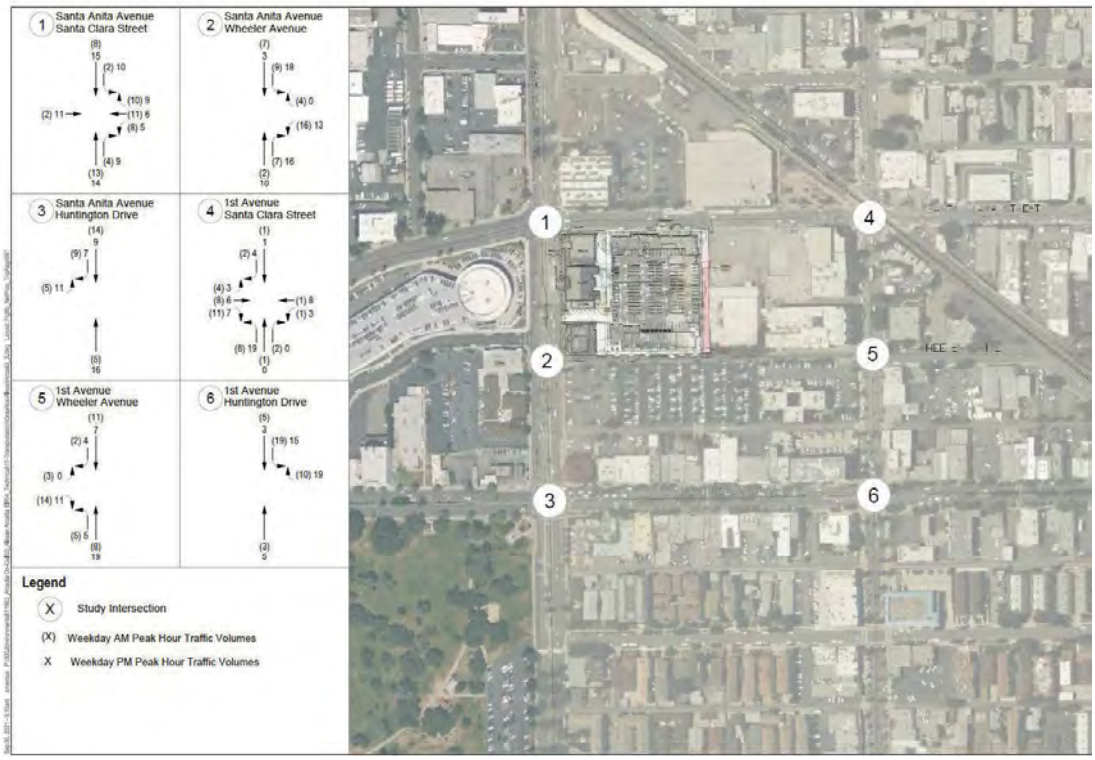

Figure 4 – Intersections that were Studied

A Level of Service (LOS) analysis was conducted on these intersections. Based on the results of the LOS, site access, and parking analyses presented in Appendix K-2 of the EIR (The Transportation Technical Memorandum), the following summarizes the key findings:

- The proposed Project would generate 1,424 net daily trips, 132 net AM peak hour trips (38 inbound and 94 outbound), and 166 net PM peak hour trips (100 inbound and 66 outbound).

- The six study area intersections currently and are forecast to operate at LOS E or better under all analysis scenarios, which meets the City's traffic impact thresholds for the Downtown mixed-use district.

- The proposed Project would not result in unacceptable queueing conditions into or out of the Project site; however, the following recommendations are made:

    - To restrict northbound left-turning movements from the ATM driveway exit onto Santa Clara Street given the proximity of the Santa Anita Avenue/Santa Clara Street intersection.
    - Provide wayfinding signage at all parking garage ingress points for customers prior to entering the garage.
    - Provide wayfinding signage within the parking garage such that customers are directed to the ATM drive-thru, and other users of the site are channeled to parking spaces and garage exits.

The full text of the traffic study and associated tables can be found in Appendix K-2, but no significant impacts are expected as a result of the traffic generated by this project.

Architectural Design

The project is designed in a contemporary architectural style with an array of exterior finishes consisting of stone tile veneer, architectural finished concrete, smooth and textured stucco, wood-like screens and decorative metal elements (see Figure 5). This portion of Downtown Arcadia is eclectic and consists primarily of one-story and two-story buildings in various architectural styles. However, the existing eight-story office building on site as well as the adjacent Gold Line Parking Structure and new four-story office building to the north of the site provide urban, contemporary elements that the new building will fit into. The proposed mixed-use development was designed to create a streetscape environment that will promote pedestrian activity and provide a complementary mix of residential and commercial uses. The project meets the City's Design Guidelines and achieves compatibility with the surrounding neighborhood as well as the existing streetscape.

Figure 5 – Rendering

As shown in Figure 5 -- the project includes thoughtful treatments of the ground levels along both Santa Clara Street to achieve differentiation between the residential levels of the building and the commercial feel of the streetscape. Along Wheeler, live-work units are provided that include large, two-level window and strong stone veneer treatments that conveys a work-space appearance. The corner along Wheeler is anchored with a cantilevered element that frames a lobby and provides a unique treatment for the residential levels above. The Santa Clara frontage provides the "active" portions of the residential use, including the building lobby, fitness area, lounge area, etc. Walkways and glazing accentuate this area and provide a nice interface with the right-or-way. Also, the

large courtyard area in the northern portion of the building provides a visual break for the streetscape at the third level of the building and provides excellent articulation and openness for the units. This de-emphasizes the massing from this elevation and provides light for many of the units.

The upper levels of the buildings are appropriately designed to create a distinction between the residential uses from the ground floor commercial/amenity spaces. In addition, the parking levels will be adequately concealed as the structure is wrapped with the commercial storefronts and access is taken for the most part off of the alley and internal drives. A balanced color and material palette is used to provide neutral colors and accent finishes that complement the area and the adjacent eight-story office building. Again, the proposed overall design is consistent with the City's Design Guidelines and is compatible with the surrounding area.

All City requirements regarding disabled access and facilities, occupancy limits, building safety, health code compliance, emergency equipment, environmental regulation compliance, and parking and site design shall be complied with by the property owner/applicant to the satisfaction of the Building Official, City Engineer, Planning & Community Development Administrator, Fire Marshal, and Public Works Services Director, or their respective designees.

Open Space

The Code requires a minimum of 100 square feet of open space for each residential unit in the DMU zone (31,900 square feet total). The proposed mixed-use development provides a mix of public and private open space throughout the project that exceeds this requirement. Private balconies are provided for many of the units in addition to an interior courtyard area, a pool courtyard, and a roof deck. The public spaces include a barbeque area in addition to the pool area, a lawn/grassy area, landscaped and hardscape areas with various seating and lounging areas. While the private balconies and patios are located to provide privacy from the office building to the west, the public open spaces are sited to offer views of the mountains and also include gaming areas and opportunities for entertainment. The public open spaces total 17,398 square feet while the private open space makes up 23,957 square feet for a total of 41,355 square feet. The project provides significantly more open space than what is required by Code, with the intent to provide residents with usable outdoor areas for recreational activities.

The project also proposes two additional common areas that provide open areas for the project, the plaza between the new building and the existing office building and the alley to the east of the project. While both of these areas do provide vehicular access points to the parking garage, they also serve as pedestrian only accessways. The plaza between the building provides easy access to the office building from the parking garage and includes seating and gathering areas which will be served well by the new café to be added. The alley on the east side of the property is a public alley that will be used as a direct access point from the Gold Line Station to Downtown Arcadia and will also serve as a place for pedestrians and cyclists to move through the area.

FINDINGS

Minor Use Permit

Section 9107.09.050(B) of the Development Code requires that for a Minor Use Permit to be granted, it must be found that all of the following prerequisite conditions can be satisfied:

1. **The proposed use is consistent with the General Plan and any applicable specific plan.**

   Facts to Support This Finding: Approval of the proposed mixed-use project would be consistent with the General Plan Land Use Designation of Downtown Mixed Use, which allows a residential density of 80 units per acre and a commercial floor area ratio of 1.0. This land use designation allows mixed-use developments and strongly encourages a pedestrian-oriented environment with a complementary mix of commercial and residential uses. The proposed live-work units will help generate increased activity along Wheeler Avenue and will convey a commercial appearance along the street. The proposed mixed-use development will not adversely affect the comprehensive General Plan and is consistent with the following General Plan goals and policies:

   Land Use and Community Design Element

   - Policy LU-1.1: Promote new infill and redevelopment projects that are consistent with the City's land use and compatible with surrounding existing uses.
   - Policy LU-1.8: Encourage development types that support transit and other alternative forms of transportation, including bicycling and walking.
   - Policy LU-4.2: Encourage residential development that enhances the visual character, quality, and uniqueness of the City's neighborhoods and districts.
   - Policy LU-4.3: Require the provision of adequate private and common open space for residential units. Require sufficient on-site recreational facilities to meet the daily needs of residents, if possible, commensurate with the size of the development.
   - Policy LU-6.4: Encourage design approaches that create a cohesive, vibrant look and that minimize the appearance of expansive parking lots on major commercial corridors for new or redeveloped uses.
   - Policy LU-6.5: Where mixed use is permitted, promote commercial uses that are complementary to adjacent residential uses.

2. **The proposed use is allowed within the applicable zone, subject to the granting of a Minor Use Permit, and complies with all other applicable provisions of this Development Code and the Municipal Code.**

Facts to Support This Finding: The subject site is zoned Downtown Mixed Use (DMU), which allows for mixed-use developments subject to the approval of a Minor Use Permit (MUP). The proposed project complies with all the development standards of the DMU zone, including but not limited to setbacks, height, open space, parking dimensions and aisleways, etc. The project provides the requisite number of very low-income units to qualify for a density bonus AND relaxation of parking requirements per density bonus law under SB 1818 and AB 2345. As such, the project meets the Municipal Code requirements as well as State law.

3. **The design, location, size, and operating characteristics of the proposed activity will be compatible with the existing and future land uses in the vicinity.**

   Facts to Support This Finding: The subject site is 128,510 square feet in size and is located in the Downtown Mixed Use (DMU) zone. The site is surrounded by commercial uses consisting of the Rusnak Mercedes Benz dealership to the west across Santa Anita Avenue, which is zoned Central Business District, as well as other office uses zoned for DMU. A retail use (REI) is located to the north across Santa Clara along with the Gold Line Parking Structure and rail station. To the south of the project is commercial parking owned by the City which serves the commercial uses along Huntington Drive to the south as well as the other buildings along Wheeler Avenue. To the east is the post office site and another mixed-use project. All of the surrounding properties are zoned DMU, with the exception of Rusnak Mercedes Benz. The project embodies what the goals of the DMU zone are, with a mix of and commercial uses. The project will also provide residential uses that will support the commercial uses in this area. Therefore, the development and operation of the mixed-use development will be compatible with the existing and future land uses in the vicinity.

4. **The site is physically suitable in terms of:**

   a. **Its design, location, shape, size, and operating characteristics of the proposed use in order to accommodate the use, and all fences, landscaping, loading, parking, spaces, walls, yards, and other features required to adjust the use with the land and uses in the neighborhood.**

      Facts to Support This Finding: The project site is 128,510 square feet in size and can physically accommodate the proposed mixed-use development. The residential component of the project will provide a density of 108 units per acre, which is in compliance with the maximum density for the area due to the density bonus permitted as a result of the affordable housing units being provided. The commercial component of the project will have a floor area ratio (FAR) of 0.72, which is in compliance with the maximum allowable FAR of 1.0. Additionally, the amount of on-site parking that will be provided for this project meets and exceeds the minimum

required by State law for projects providing affordable housing units that are in close proximity to the Gold Line Station. To provide a "reality check" of the parking situation, a parking demand analysis was provided as part of the Environmental Impact Report for the project. The analysis concluded that ample parking is provided to serve the shared uses of the site. Therefore, the site is physically suitable to accommodate the proposed mixed-use development.

b. Streets and highways adequate in width and pavement type to accommodate public and emergency vehicle (e.g., fire and medical) access.

Facts to Support This Finding: The project site is located on the south side of Santa Clara Street through to the north side of Wheeler Avenue to the west of Santa Anita Avenue. These streets are adequate in width and pavement type to carry emergency vehicles and traffic generated by the proposed use on the site.

c. Public protection services (e.g., fire protection, police protection, etc.).

Facts to Support This Finding: The Fire and Police Departments have reviewed the application and determined that there will be no impacts to public protection services. The need for new or altered Fire or Police services is usually associated with substantial population growth. The proposed mixed-use development is not anticipated to cause substantial population growth; therefore, no impacts to public protection services are anticipated. Development of Downtown Arcadia has been anticipated and planned for since the General Plan was updated in 2010. Mixed use developments and residential units have been expected since that time on the part of public protection services.

d. The provision of utilities (e.g., potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.).

Facts to Support This Finding: As part of the development, new utility connections, including connections for potable water and storm drainage, will be required. Implementation of best management practices during construction and operation would ensure impacts to water quality do not occur. The site can be adequately served by all required utilities through interconnection with existing utilities within City rights-of-way abutting the site.

5. The measure of site suitability shall be required to ensure that the type, density, and intensity of use being proposed will not adversely affect the

public convenience, health, interest, safety, or general welfare, constitute a nuisance, or be materially injurious to the improvements, persons, property, or uses in the vicinity and zone in which the property is located.

Facts to Support This Finding: The proposed mixed-use development is not anticipated to have adverse effects on the public health or welfare, or the surrounding neighborhood. The project will be compatible with the surrounding commercial and residential uses in the general area. Additionally, the Environmental Impact Report prepared for the project assessed all the potential impacts from the project and it was determined that there would be no significant impacts to traffic, noise, air quality, or water quality. Therefore, the proposed use will not adversely affect the public convenience, health, interest, safety or general welfare of adjacent uses in the vicinity and zone of the subject property.

Tentative Parcel Map

The proposal includes a parcel map to consolidate the four existing lots into two and to vacate a public alley – see Attachment No. 3 for Tentative Parcel Map No. TPM 21-02. The proposed subdivision complies with the subdivision regulations of the Arcadia Municipal Code and the Subdivision Map Act, and will not violate any requirements of the California Regional Water Quality Control Board. The following findings are required for approval of a Tentative Parcel Map:

6. **The proposed map, subdivision design, and improvements are consistent with the General Plan, any applicable specific plan, and the Subdivisions Division of the Development Code.**

   Facts in Support of the Finding: Approval of the proposed mixed-use development with a tentative parcel map to divide the ground parcels is consistent with the Downtown Mixed Use Land Use designation as it is intended to accommodate mixed-use developments. The project has been reviewed for compliance with the City's General Plan, Development Code, and the State Subdivision Map Act. It has been determined that the proposed subdivision is consistent with the General Plan Downtown Mixed-Use Land Use designation and the Downtown Mixed-Use zoning standards. The site is physically suitable for this type of development and the architectural design of the building is compatible with the scale and character of the surrounding area. The proposed tentative parcel map complies with the Subdivision Map Act regulations and there is no specific plan applicable to this project. The project will not adversely affect the comprehensive General Plan and is consistent with the following General Plan goals and policies:

   <u>Land Use and Community Design Element</u>

   - Policy LU-1.1: Promote new infill and redevelopment projects that are consistent with the City's land use and compatible with surrounding existing uses.

- Policy LU-1.8: Encourage development types that support transit and other alternative forms of transportation, including bicycling and walking.
- Policy LU-4.2: Encourage residential development that enhances the visual character, quality, and uniqueness of the City's neighborhoods and districts.
- Policy LU-4.3: Require the provision of adequate private and common open space for residential units. Require sufficient on-site recreational facilities to meet the daily needs of residents, if possible, commensurate with the size of the development.
- Policy LU-6.4: Encourage design approaches that create a cohesive, vibrant look and that minimize the appearance of expansive parking lots on major commercial corridors for new or redeveloped uses.
- Policy LU-6.5: Where mixed use is permitted, promote commercial uses that are complementary to adjacent residential uses.

7. **The site is physically suitable for the type and proposed density of development.**

   Facts in Support of the Finding: The project site is approximately 128,510 square feet in size and is physically suitable for the proposed mixed-use development. The MU zone allows a maximum residential density of 80 units per acre and a floor area ratio (FAR) of 1.0 for non-residential uses. However, the Arcadia Municipal Code and State law allow a density bonus process and parking relaxation if affordable housing is provided and the findings for the density bonus can be made in this case. The density of 108 dwelling units per acre fits within the physical constraints of the site and the project proposes a commercial FAR of 0.72 and a height of 84'11", both within the limitations required by the site. Therefore, the project is in compliance with the Development Code and the site is physically suitable for the proposed development.

8. **The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.**

   Facts in Support of the Finding: The proposed tentative parcel map to consolidate and reform existing parcels for the proposed mixed-use development is a minor subdivision of an infill site within an urbanized area; therefore, it will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

9. **The design of the subdivision or type of improvements is not likely to cause serious public health or safety problems.**

   Facts in Support of the Finding: The proposed subdivision will consolidate and reform existing parcels in a commercial infill setting for a proposed mixed-use development. The construction of the proposed development will be carried out in compliance with Building and Fire Codes and all other applicable regulations. The City's existing infrastructure will adequately serve the new development. In

addition, the project meets all health and safety requirements, and will not cause any public health or safety problems.

10. **The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of, property within the proposed subdivision (This finding shall apply only to easements of record or to easements established by judgement of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision).**

    Facts in Support of the Finding: The proposed design of the subdivision does not conflict with easements acquired by the public at large for access through or use of, property within the proposed subdivision. Part of the project is the vacation of an existing public alley within the site. This alley is not currently used substantially nor is it necessary for the public good in any way. There are no conflicts with any other easements on the subject property.

11. **The discharge of sewage from the proposed subdivision into the community sewer system will not result in violation of existing requirements specified by the California Regional Water Quality Control Board.**

    Facts in Support of the Finding: The Arcadia Public Works Services Department determined that the City's existing infrastructure will adequately serve the new development, and the requirements of the California Regional Water Quality Control Board will be satisfied.

12. **The design of the subdivision provides, to the extent feasible, passive or natural heating and cooling opportunities.**

    Facts in Support of the Finding: The proposed tentative tract map and mixed-use development have been reviewed by Building Services to ensure compliance with the California Building Code, which includes requirements associated with heating and cooling requirements.

13. **The proposed subdivision, its design, density, and type of development and improvements conforms to the regulations of the City's Development Code and the regulations of any public agency having jurisdiction by law.**

    Facts in Support of the Finding: The proposed parcel map as conditioned, and following the application of a density bonus, complies with the density requirements of the City's Development Code, and all the improvements required for the site and each unit will comply with the regulations in the City's Development Code.

Density Bonus

The proposal includes a density bonus of 35%, which is allowed based on the provision of 11% of the units being designated for very low-income residents. The findings below are required for a density bonus to be permitted.

14. **The Project will be consistent with the General Plan, except as provided by this section with regard to maximum density, density bonuses, and other incentives and concessions.**

    Facts in Support of the Finding: The project is consistent with the Downtown Mixed Use land use designation in the General Plan, as well as the zoning requirements of the DMU zone. The Project meets the following policies of the General Plan Land Use Element: LU-1.1, LU-1.8, LU-4.2, LU 4.3, LU-6.4, and LU-6.5.

15. **The approved number of dwellings can be accommodated by existing and planned infrastructure capacities.**

    Facts in Support of the Finding: The project proposes 319 dwelling units, which includes 26 affordable units and 8 live-work units. All relevant utility providers and service providers reviewed the proposed project and have declared that the project can be served with existing and/or planned infrastructure. The Arcadia General Plan has anticipated mixed-use development in Downtown Arcadia since 2010. The infrastructure has been reviewed and analyzed with this in mind and the project can be accommodated.

16. **Adequate evidence exists to indicate the project will provide affordable housing in a manner consistent with the purpose and intent of this Section.**

    Facts in Support of The Finding. The applicant has submitted a draft Density Bonus Housing Agreement which specifies that 26 units will be provided for low and very low-income residents. This document must be recorded prior to the issuance of a Certificate of Occupancy for the project and shall run with the property. This will provide the necessary surety that these units will remain affordable over time.

17. **In the event that the City does not grant at least one financial concession or incentive as defined in Government Code Section 65915 in addition to the density bonus, that additional concessions or incentives are not necessary to ensure affordable housing costs as defined in Health and Safety Code Section 50052.5, or for rents for the targeted units to be set as specified in Government Code 65915(C.).**

    Facts in Support of the Finding: The project is proposing a density bonus of 35% based on the provision of 11% affordable units at the very low-income level, which

is allowable per State law. In addition, the project is utilizing the parking relaxation requirements allowed through AB 2345 due to the provision of affordable housing and proximity to transit. As such, the project can meet all other zoning requirements and standards and no concessions or incentives are necessary to meet the targeted affordability.

18. **There are sufficient provisions to guarantee that the units will remain affordable for the required time period.**

    Facts in Support of the Finding: The developer has submitted a draft Density Bonus Housing Agreement which will be finalized and agreed to by both parties prior to recordation. The document will be required to be recorded prior to the issuance of a Certificate of Occupancy for the project.

Street Vacation and General Plan Consistency

As part of the project, the public alley running east-west from the eastern boundary of the site is proposed to be vacated. At the April 5, 2022, City Council Meeting, the City Council announced its intent to hold a public hearing on this matter. In advance of that, State law (Government Code Section 65402) requires that the Planning Commission is to review the vacation request and determine if the vacation is consistent with the General Plan's Circulation Element. In this case, the public alley is not used broadly by the public and serves no purpose within the development. The alley was previously in place to provide access to the original lots and their associated buildings however, all of these buildings are proposed for demolition and the alley is no longer necessary. Any utilities in the alley will be abandoned and are no longer necessary for the City or adjoining parcels. This has been made clear on the associated Tentative Parcel Map for the project.

If the public alley was to remain in place now that the buildings will be demolished, it would preclude the ability of the developer to build a cohesive project that includes a joint parking garage to provide parking for the residential use and the existing commercial office buildings. By vacating the alley, the City is allowing the lots to be effectively joined to create an assembly of parcels that allow the mixed use project to be built, furthering the City's goal to attract mixed-use development in Downtown Arcadia. As such, the vacation of the alley in question is compliant with the Arcadia General Plan and meets the following policies of the General Plan Circulation Element:

- Policy CI-1.2: Implement street design standards on arterial corridors consistent with the Master Plan of Roadways to address bicycle facilities, sidewalks, and on-street parking that are context sensitive to adjacent land uses and districts, and to all roadway users, where appropriate.

- Policy CI-7.1: Ensure that parking requirements in the City's zoning regulations appropriately reflect the needs of businesses, residents, and institutions, and the evolving nature of personal transportation (for example, electric or other alternative fuel vehicles, car sizes, increased bicycle use).

- Policy CI-7.2: Accommodate shared use of public and private parking facilities within business districts and where joint use of parking lots is appropriate given the uses sharing the facilities.

ENVIRONMENTAL ASSESSMENT

An Environmental Impact Report (EIR) was prepared for this project by Dudek to evaluate potential environmental impacts that would result from implementation of the project (State Clearinghouse No. 2021070271). Please see the link to the EIR and associated technical studies as Attachment No. 5 to this Staff Report.

The EIR provides an introduction, review of the environmental setting for the project, a project description, a review of all the required sections for environmental analysis, and a review of alternatives. The sections of environmental analysis that were reviewed include:

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

Upon a complete review of all of the topics listed above, the EIR concluded that there are a number of mitigation measures required for the project. With the incorporation of these mitigation measures, however, the project will have no significant impacts. As such, a Mitigation Monitoring and Reporting Program (MMRP) will be provided to ensure that these mitigations occur. A summary of the required mitigations is provided below. For a full description of the mitigations, please see the EIR (link provided as Attachment No. 5):

- MM-CUL-1: Requirement for a Worker Environmental Awareness Program to educate those on the site as to archaeological resources that may be uncovered during grading, excavation or construction and requirements for procedures to protect any archaeological resources.
- MM-GEO-1: Requirement for retention of a paleontologist to educate workers and prepare guidelines for awareness of potential paleontological resources and procedures of they are located.

- MM-HAZ-1: Ensure that demolition contractor incorporates proper abatement requirements for hazardous materials during demolition.
- MM-HAZ-2: Soil Management Plan related to the potential presence of contaminated materials during excavation.
- MM-HAZ-3: Soil Vapor Mitigation design features prior to grading permit.
- MM-TRA-1: Requirement for City-approved construction traffic control plan.
- MM-TCR-1: Retention of a Native American monitor from the Kizh Nation prior to any ground disturbance activities to ensure protection of any Tribal cultural resources.
- MM-TCR-2: Ensure any human remains are reported to Coroner and proper protections are in place.
- MM-TCR-3: Protocols in the event that human remains are discovered which are relevant to the Tribe.

The Draft EIR was distributed for public review on February 24, 2022, and the public review period was from February 24, 2022, through April 11, 2022. Comment letters were received from the following interested parties. Copies of all of the comment letters are included within Attachment No. 6.

- Caltrans
- Lozeau Drury on behalf of Supporter's Alliance for Environmental Responsibility
- David Fu on behalf of property owner Dong Chang, MD.
- Mitchell Tsai on behalf of the Southwest Regional Council of Carpenters

A Response to each of the comments received is also included within Attachment No. 6.

PUBLIC NOTICE/COMMENTS

A public hearing notice for this item was published in the Arcadia Weekly newspaper and mailed to the property owners located within 300 feet of the subject property on April 7 and again on April 21, 2022. The project had originally been scheduled for the April 26, 2022 public hearing but was moved to May 10, 2022. In order to be clear with the hearing date, the second notice was published and mailed on April 21 advertising the May 10 date. Except for the comments listed above related to the Draft EIR, as of May 5, 2022, no public comments were received regarding this project.

RECOMMENDATION

It is recommended that the Planning Commission recommend approval of Minor Use Permit No. MUP 21-08, Architectural Design Review No. ADR 21-12, Tentative Parcel Map No. TPM 21-02 along with a density bonus and street vacation to the City Council, and adopt Resolution No. 2093, subject to the following conditions of approval:

1. The Applicant/Property Owner shall prepare and execute a Density Bonus Housing Agreement that will ensure that at least 26 units are reserved on site as housing for very low-income residents. The Density Bonus Housing Agreement must be recorded in the Office of the Los Angeles Recorder's office prior to the issuance of

a Certificate of Occupancy for the project. Prior to recordation, the Applicant/Owner shall submit the Agreement to the City for review and approval by the City and shall obtain the City Attorney's approval thereof. For this purpose, the Applicant/Owner shall submit to the City with the proposed Agreement a deposit of $7,500 for purposes of such review, of which any funds remaining after review of the Agreement by the City shall be returned to the Applicant/Owner.

2. A declaration of covenants, conditions and restrictions ("CC&Rs") providing for reciprocal parking and access between both properties shall be prepared by the Applicant and recorded against both properties in the Office of the Los Angeles County Recorder's Office after the final map has been recorded. Prior to their recordation, the Applicant/Owner shall submit the CC&R's to the City for review and approval by the City, and shall obtain the City Attorney's approval thereof. For this purpose, the Applicant/Owner shall submit to the City with the proposed CC&Rs a deposit of $3,000 for purposes of such review, of which any funds remaining after review of the CC&R's by the City shall be returned to the Applicant/Owner.

3. The Applicant/Property Owner shall provide wayfinding signage at all parking garage ingress points for customers prior to entering the garage and providing wayfinding signage within the parking garage such that customers are directed to the ATM drive-thru, and other users of the site are channeled to parking spaces and garage exits.

4. Where parking serves more than one accessible entrance, accessible parking spaces shall be dispersed and located on the shortest accessible route to the accessible entrances.

5. A wheel stop shall be provided for each parking space adjacent to and facing a wall, building, walkway, utility cabinet, or structure. The wheel stops shall be set a minimum of 36 inches from the forward end of the parking space and shall be six inches high and in accordance with the City's Development Code. All parking stalls shall also be double-striped to provide a parking stall with a 9-foot width, measured to the center of the lines. Said plan shall be subject to review and approval by the Planning and Community Development Administrator, or designee, prior to submitting the plans into Building Services for plan-check.

6. Tree removal shall not occur during the local nesting season (February 1 to September 15 for nesting birds and February 1 to June 30 for nesting raptors), to the extent practicable. If any construction or tree removal occurs during the nesting season, a nesting bird survey shall be conducted by a qualified biologist prior to commencement of grading or removal of any trees on the property. If the biologist determines that nesting birds are present, restrictions may be placed on construction activities in the vicinity of the nest observed until the nest is no longer active, as determined by a qualified biologist. The size of the protective barrier will be determined by the biologist based on the location of the nest, type of construction activities, the existing human activity in the vicinity of the nest and the sensitivity of the nesting species. Grading and/or construction may resume in this area when a

qualified biologist has determined the nest is no longer occupied and all juveniles have fledged. This measure shall be implemented to the satisfaction of the Planning & Community Development Administrator, or designee.

7. The final map must be approved and recorded by the Los Angeles County Recorder's Office prior to issuance of a building permit.

8. The final landscape plans must be submitted at the same time as the building and architectural plans to Building Services for plan-check. The Project shall be developed and maintained by the Property Owner/Applicant in compliance with all of the recommended tree protection measures and maintenance (prior, during and after construction), as listed in the Arborist Report, dated September 2021.

9. The Project shall comply with Chapter 35A Multi-Family Construction Standards as amended in the Arcadia Municipal Code Section 8130.20.

10. During all Project site construction, all construction-related activities, including maintenance of construction equipment and the staging of haul trucks, shall be limited to between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday and between 8:00 a.m. and 5:00 p.m. on Saturday. No construction is permitted on Sundays and holidays specified in the City's Municipal Code.

11. The Project shall be developed and maintained by the Applicant/Property Owner in a manner that is consistent with the plans submitted and conditionally approved for Minor Use Permit No. MUP 21-08, Architectural Design Review No. ADR 21-12, and Tentative Parcel Map No. TPM 21-02), subject to the satisfaction of the Planning & Community Development Administrator or designee. Noncompliance with the plans, provisions and conditions of approval shall be grounds for immediate suspension or revocation of any approvals.

12. The Applicant/Property Owner shall be responsible for the repair of all damage to public improvements in the public right-of-way resulting from construction related activities, including, but not limited to, the movement and/or delivery of equipment, materials, and soils to and/or from the site. This shall be determined by the Planning and Community Development Administrator and Public Works Director during construction and up until issuance of a Certificate of Occupancy.

13. Prior to issuance of a building permit, the Applicant/Property Owner shall submit a parking management plan providing how replacement parking for the existing uses on site shall be provided, including signed leases with adjacent properties as needed. The parking management plan shall include a staging plan for construction parking and staging and conditions for the management of replacement and construction parking so as to minimize impacts on surrounding public parking areas and street parking. Said plan shall be subject to review and approval by the Planning and Community Development Administrator, or designee.

14. Prior to the issuance of a Certificate of Occupancy, it must be verified that at least 376 parking spaces are designated for residential uses and 82 bicycle parking spaces are provided.

15. The plans submitted for Building plan check shall comply with the latest adopted edition of the following codes as applicable:

    a. California Building Code
    b. California Electrical Code
    c. California Mechanical Code
    d. California Plumbing Code
    e. California Energy Code
    f. California Fire Code
    g. California Green Building Standards Code
    h. California Existing Building Code
    i. Arcadia Municipal Code

16. All utility conductors, cables, conduits and wiring supplying electrical, cable and telephone service to the building shall be installed underground except risers which are adjacent to and attached to a building.

17. The grading plans shall indicate all site improvements and shall indicate complete drainage paths of all drainage water run-off.

18. The Applicant shall conduct pre-construction surveys prior to excavation, and existing improvements on the adjacent property at 100 N. Santa Anita Avenue shall be inspected and the pre-construction condition shall be documented. During construction, all recommendations of the geotechnical investigation shall be followed and the building at 100 N. Santa Anita Avenue shall be monitored during drilling and pile installation, and periodically throughout construction. Professionals representing 100 N. Santa Anita Avenue may participate in the preconstruction survey and monitoring activity at their own expense.

19. The Applicant/Property Owner will be required to pay the City's Map and Final Approval Fee prior to approval of the Final Map.

20. Prior to occupancy, the developer shall repair any damages caused by the development to the asphalt street frontages from property line to property line including but not limited to trench cuts and construction traffic, per the direction of the City Engineer.

21. As part of the Final Parcel Map, the developer shall dedicate additional right-of-way as follows:

    a. Santa Anita Avenue – Five-foot additional dedication

b. Santa Clara Street – adjacent to Bank of America building – four-foot additional dedication.

c. Santa Clara Street – adjacent to new building – one-foot additional dedication and five-foot easement.

d. North/South Alley – five-foot public access/walkway easement adjacent to the alley.

e. All driveways – sufficient easements to accommodate ADA sidewalk access

f. Street/Driveway corners – triangular cutbacks as necessary for ADA accessible ramp purposes

g. All portions of sidewalks with obstructions – sufficient easements where public right-of-way does not exist to accommodate public sidewalk around obstacles.

22. Prior to the approval of the Final Parcel Map the developer shall either construct or post security for all public improvements as follows:

    a. Remove and replace existing sidewalk, curb and gutter along all property frontages from property line to property line to the satisfaction of the City Engineer. Include additional sidewalk to provide adequate clearances around all obstacles.
    b. Construct new ADA accessible ramps at all corner and driveways.
    c. Coordinate with Public Works Services on protection of street trees along Wheeler Avenue and the installation of any new street trees.
    d. Remove and replace all drive approaches per City standard plan.
    e. Remove and replace the pavement in the alley adjacent to the development in conformance with the City's Downtown Alleys Improvement Plan.

23. The building shall be fully sprinklered per the City of Arcadia Fire Department Commercial Sprinkler Standard. The fire sprinkler system shall be monitored by a UL listed central station. Notification appliances shall be provided in all common areas and adjacent to sleeping areas in residential units. Visual appliances will be provided in any units classified as being accessible.

24. An emergency responder radio coverage system is required.

25. Class 1 standpipes shall be provided in all stairwells to the roof level.

26. A knox box shall be provided at a location to be approved by the Fire Department. Knox switches shall be provided for any automatic vehicular gates.

27. Fire extinguishers with a minimum rating of 2A:10BC shall be provided in all common areas. Minimum travel distance shall be 75 feet.

28. Illuminated exit signage and emergency lighting shall be provided for the parking area and all other common paths of egress.

29. Minimum fire flow is 1,500 gpm at 20 psi.

30. A minimum of one elevator capable of accommodating a 24-inch by 84-inch ambulance stretcher/gurney shall be provided.

31. New public hydrants shall be provided on Santa Clara Street and Wheeler Avenue on the street frontage of the property.

32. The project is responsible for contributing a fair share payment toward the installation of a cloud-based traffic mitigation system being completed by the Fire Department. This fair share payment shall be attributed to the six (6) immediately adjacent intersections evaluated in the Traffic Study for the project and the payment shall not exceed $6,300.

33. The Developer shall provide calculations to determine the maximum domestic demand, maximum commercial demand and maximum fire demand in order to verify the required water service size required.

34. The Developer shall provide separate water services and meters for specific residential, commercial, and irrigation uses. Backflow protection (approved reduced pressure backflow preventer) shall be installed for all three services.

35. Domestic water service for residential units shall be provided by a common master meter. Any condominiums shall require a separate water service and meter for common area landscape irrigation.

36. All fire protection requirements shall be as stipulated by the Arcadia Fire Department. In the event that fire suppression is common to the complex, a separate fire service with Double Check Detector Assembly (DCDA) shall be required as directed by the Fire Marshal.

37. A Water Meter Clearance Application shall be submitted to the Public Works Services Department prior to final permit issuance.

38. New water service installations shall be installed by the Developer. Installation shall be according to the specifications of the Public Works Services Department, Engineering Section. Abandonment of existing water services, if necessary, shall be carried out by the Developer, according to Public Works Services Department, Engineering Section specifications.

39. If connecting to a City sewer main, the Applicant/Property Owner shall utilize existing sewer lateral(s) if possible. If any existing sewer lines serving other

properties must be relocated, repaired, or upsized in any way, the developer shall be responsible for this work and for maintaining sewer service for any impacted properties throughout construction.

40. If any drainage fixture elevation is lower than the elevation of the next upstream manhole cover, an approved backwater valve is required.

41. All existing street trees shall remain and be protected on Wheeler. No trees required on Santa Anita or Santa Clara.

42. The proposed Project is subject to the State Water Resources Control Board's NPDES General Construction Permit requirements:

    a. Applicant submit Notice of Intent along with applicable fees to the State.
    b. Applicant to prepare a Stormwater Pollution Prevention Plan.
    c. City will not issue a grading permit until Waste Discharge ID # can be furnished.

43. Developer shall size the trash enclosure(s) accordingly. Separate bins/carts shall be provided for trash, recycling, and green waste/food waste. Placement and volume of bins/carts shall be subject to review and approval of the Public Works Department.

44. The Project requires a LID plan which shall comply with the Los Angeles County Department of Public Works 2014 LID standard manual and show the selected measures on the grading plan. Potential strategies include using infiltration trenches, bioretention planter boxes, roof drains connected to a landscaped area, pervious concrete pavers, etc.

45. All City requirements regarding disabled access and facilities, occupancy limits, building safety, health code compliance, emergency equipment, environmental regulation compliance, and parking and site design shall be complied with to the satisfaction of the Building Official, City Engineer, Planning & Community Development Administrator, Fire Marshal, and Public Works Services Director. Any changes to the existing facility may be subject to having fully detailed plans submitted for plan check review and approval by the aforementioned City officials and employees and may subject to building permits.

46. Noncompliance with the plans, provisions and conditions of approval for MUP 21-08, ADR 21-12, TPM 21-02, a Density Bonus and a Street Vacation shall be grounds for immediate suspension or revocation of any approvals, which could result in the closing of the tutoring center.

47. To the maximum extent permitted by law, Applicant must defend, indemnify, and hold City, any departments, agencies, divisions, boards, and/or commissions of the City, and its elected officials, officers, contractors serving as City officials, agents,

employees, and attorneys of the City ("Indemnitees") harmless from liability for damages and/or claims, actions, or proceedings for damages for personal injuries, including death, and claims for property damage, and with respect to all other actions and liabilities for damages caused or alleged to have been caused by reason of the Applicant's activities in connection with MUP 21-08, ADR 21-12, TPM 21-02, a Density Bonus and a Street Vacation on the Project site, and which may arise from the direct or indirect operations of the Applicant or those of the Applicant's contractors, agents, tenants, employees or any other persons acting on Applicant's behalf, which relate to the development and/or construction of the Project. This indemnity provision applies to all damages and claims, actions, or proceedings for damages, as described above, regardless of whether the City prepared, supplied, or approved the plans, specifications, or other documents for the Project.

48. In the event of any legal action challenging the validity, applicability, or interpretation of any provision of this approval, or any other supporting document relating to the Project, the City will promptly notify the Applicant of the claim, action, or proceedings and will fully cooperate in the defense of the matter. Once notified, the Applicant must indemnify, defend and hold harmless the Indemnitees, and each of them, with respect to all liability, costs and expenses incurred by, and/or awarded against, the City or any of the Indemnitees in relation to such action. Within 15 days' notice from the City of any such action, Applicant shall provide to City a cash deposit to cover legal fees, costs, and expenses incurred by City in connection with defense of any legal action in an initial amount to be reasonably determined by the City Attorney. City may draw funds from the deposit for such fees, costs, and expenses. Within 5 business days of each and every notice from City that the deposit has fallen below the initial amount, Applicant shall replenish the deposit each and every time in order for City's legal team to continue working on the matter. City shall only refund to Developer any unexpended funds from the deposit within 30 days of: (i) a final, non-appealable decision by a court of competent jurisdiction resolving the legal action; or (ii) full and complete settlement of legal action. The City shall have the right to select legal counsel of its choice that the Applicant reasonably approves. The parties hereby agree to cooperate in defending such action. The City will not voluntarily assist in any such third-party challenge(s) or take any position adverse to the Applicant in connection with such third-party challenge(s). In consideration for approval of the Project, this condition shall remain in effect if the entitlement(s) related to this Project is rescinded or revoked, whether or not at the request of the Applicant.

49. Approval of MUP 21-08, ADR 21-12, TPM 21-02, a Density Bonus and a Street Vacation shall not be in effect unless the Property Owner and Applicant have executed and filed the Acceptance Form with the City on or before 30 calendar days after the Planning Commission has adopted the Resolution. The Acceptance Form to the Development Services Department is to indicate awareness and acceptance of the conditions of approval.

Mitigation Measures as Conditions of Approval

The following conditions are found in the Mitigation Monitoring and Reporting Program (MMRP). They are recorded here to facilitate review and implementation. More information on the timing and responsible parties for these mitigation measures is detailed in the MMRP.

50. MM-CUL-1 - Prior to commencement of construction activities, an inadvertent discovery clause, written by an archaeologist, shall be added to all construction plans associated with ground disturbing activities and the Project applicant shall retain a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, to prepare a Worker Environmental Awareness Program (WEAP). The WEAP shall be submitted to the City of Arcadia Planning and Community Development department (City) for review and approval. All construction personnel and monitors shall be presented the WEAP training prior to the start of construction activities. The WEAP shall be prepared to inform all personnel working on the proposed Project about the archaeological sensitivity of the area, to provide specific details on the kinds of archaeological materials that may be identified during construction, to explain the importance of and legal basis for the protection of significant archaeological resources, and to outline the actions to be taken in the event of a discovery of cultural resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor.

    The WEAP shall require that a qualified archaeologist be retained and on-call to respond to and address any inadvertent discoveries identified during initial excavation in native soils, which underly the 2-4 feet below ground surface (bgs) of artificial fill soils. As it pertains to archaeological monitoring, this definition excludes movement of sediments after they have been initially disturbed or displaced by project-related construction. If potential archaeological resources (i.e., sites, features, or artifacts) are exposed during construction activities for the proposed Project, the City shall be notified and all construction work occurring within 50 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, can evaluate the significance of the find and determine whether or not additional study is warranted. The archaeologist shall be empowered to temporarily stop or redirect grading activities to allow removal of abundant or large artifacts. Depending upon the significance of the find under the California Environmental Quality Act (CEQA) (14 CCR 15064.5[f]; PRC, Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan and data recovery, may be warranted. The archaeologist shall also be required to curate any discovered specimens in a repository with permanent retrievable storage and submit a written report to the City of Arcadia for review and approval

prior to occupancy of the first building on the site. Once approved, the final report shall be filed with the South Central Coastal Information Center (SCCIC).

51. MM-GEO-1 - Prior to commencement of any grading activity on-site, the Applicant shall retain a qualified paleontologist per the Society of Vertebrate Paleontology (SVP) (2010) guidelines. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the Project. The PRIMP shall be consistent with the SVP (2010) guidelines and shall outline requirements for preconstruction meeting attendance and worker environmental awareness training, where monitoring is required within the Project area based on construction plans and/or geotechnical reports, procedures for adequate paleontological monitoring and discoveries treatment, and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections management. The qualified paleontologist shall attend the preconstruction meeting and a paleontological monitor shall be on-site during all rough grading and other significant ground-disturbing activities in previously undisturbed, Pleistocene alluvial deposits. These deposits may be encountered at depths as shallow as 5-10 feet below ground surface. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find.

52. MM-HAZ-1 - Prior to the issuance of a demolition permit, the Project applicant/developer or their designated contractor shall ensure that the demolition contract incorporate abatement procedures for the removal of materials containing asbestos, as identified in previous surveys, and identification and removal of polychlorinated biphenyls, hazardous material, hazardous wastes, and universal waste items. All abatement work shall be done in accordance with federal, state, and local regulations, including those of the U.S. Environmental Protection Agency (which regulates disposal), Occupational Safety and Health Administration, U.S. Department of Housing and Urban Development, California Occupational Safety and Health Administration (which regulates employee exposure), and the South Coast Air Quality Management District. Confirmation of adequate removal of such materials shall be provided to the City prior to the issuance of a building permit.

53. MM-HAZ-2 - Prior to the issuance of a grading permit, the Project applicant/developer or their designated contractor shall prepare a soil management plan (SMP) that outlines the proper screening, handling, characterization, transportation, and disposal procedures for contaminated soils on site. The SMP shall include health and safety and training procedures for workers who may come in contact with contaminated soils. The health and safety procedures shall also include periodic breathing zone monitoring and monitoring for VOCs using a handheld organic vapor analyzer and include required actions to be taken if concentrations of VOCs exceed applicable screening levels for health and safety of

onsite workers. The SMP will be based on the findings of the Soil and Soil Vapor Investigation prepared for the Project, will outline areas of known or suspected soil contamination, and will be implemented by the applicant or their designated contractor for all confirmed and suspected contaminated soils which require excavation and offsite disposal. Contaminated soil shall be managed and disposed of in accordance with applicable federal, state, and local regulations.

54. MM-HAZ-3 - Prior to the issuance of a grading permit, vapor mitigation design features shall be implemented in accordance with the Department of Toxic Substances Control (DTSC) Vapor Intrusion Mitigation Advisory for all future residential buildings and enclosed structures. The construction contractor shall incorporate vapor mitigation design features into building plans that reduce potential vapor intrusion in buildings and enclosed structures on the Project site below DTSC Screening Levels. Vapor mitigation systems may be passive or active in nature, so long as they are designed to prevent vapor contamination on the Project site in accordance with applicable DTSC regulations at the time the systems are designed. Vapor mitigation systems must be reviewed and approved by the permitting agency(ies) (City of Arcadia, County of Los Angeles) prior to construction and prior to issuance of certificate of occupancy. Operation of the Project shall maintain functionality of these features as required to continue protection from vapor intrusion. Following completion of construction and occupancy of the buildings, indoor air monitoring will occur semiannually for one year to verify implemented measures are functioning properly and adequately mitigating vapor intrusion to below residential DTSC Screening Levels. Results shall be submitted to the City of Arcadia for confirmation of the adequacy of the designed systems. If indoor air samples reveal vapor intrusion occurring at levels above applicable DTSC Screening Levels, modifications shall be made, as necessary, to the designed system to improve the efficacy in reducing vapor intrusion to below applicable screening levels.

55. MM-TRA-1 - Prior to the issuance of demolition or grading permits, the Project applicant/developer shall develop and implement a City-approved Construction Traffic Control Plan. The Plan shall be prepared in accordance with applicable City guidelines and shall address the potential for construction-related vehicular traffic, as well as pedestrian and bicycle circulation disruption in the public right-of-way. The Plan shall describe safe detours and shall include protocols for implementing the following: temporary traffic controls (e.g., a flag person during heavy truck traffic for soil export) to maintain smooth pedestrian and traffic flow; dedicated on-site turn lanes for construction trucks and equipment leaving the site; scheduling of peak construction truck traffic that affects traffic flow on the arterial system to off-peak hours; consolidation of truck deliveries; and/or rerouting of construction trucks away from congested streets or sensitive receptors.

56. MM-TCR-1 - The project applicant shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation (“Tribe” or “Kizh”). The monitor shall be retained prior to the commencement of any “ground-

disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. "Ground-disturbing activity" refers to ground disturbance occurring from 1 foot above native soils and below, and it does not include movement of sediments after they have been initially disturbed or displaced by current Project-related construction.

A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

The project applicant shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation ("Tribe" or "Kizh"). The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. "Ground-disturbing activity" refers to ground disturbance occurring from 1 foot above native soils and below, and it does not include movement of sediments after they have been initially disturbed or displaced by current Project-related construction. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

On-site tribal monitoring shall conclude upon the earlier of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant or lead agency that all ground-disturbing activities as defined above and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant or lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs. Upon discovery of any Kizh TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the Kizh recovers and retains all discovered Kizh TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes. The Tribe shall have up to 48 hours to recover and retain any discovered Kizh TCRs, after which time construction activities in the immediate vicinity of the discovery may continue.

57. MM-TCR-2 - Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

    In accordance with Health and Safety Code Section 7050.5, any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

    Consistent with California Public Resources Code section 5097.98(d)(2), any items associated with the human remains that are placed or buried with the Native American human remains are to be treated in the same manner as the remains, but do not by themselves constitute human remains.

    Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.

    Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

58. MM-TCR-3 - If the Tribe is designated by the Native American Heritage Commission (“NAHC”) as the Most Likely Descendant (“MLD”), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. Accordingly, if the Tribe is designated as the MLD for discovered human remains, the prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

    If the Tribe is designated by the NAHC as the MLD, the following condition will apply: If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

If the Tribe is designated by the NAHC as the MLD, the following condition will apply: In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will 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 should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

If the Tribe is designated by the NAHC as the MLD, the following condition will apply: In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. If the Tribe is designated by the NAHC as the MLD, the following condition will apply: Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. Where the Tribe is designated as the MLD, the site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

If the Tribe is designated by the NAHC as the MLD, the following condition will apply: The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery and data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains. During ground-disturbing activities Construction contractor NAHC's "Most Likely Descendant" Tribe.

PLANNING COMMISSION ACTION

Approval

If the Planning Commission intends to recommend approval of this project to the City Council, the Commission should move to recommend approval of Minor Use Permit No. MUP 21-08, Architectural Design Review No. ADR 21-12, Tentative Parcel Map No. TPM 21-02, along with a density bonus and General Plan Consistency No. 22-01 for the street vacation, state that the proposal satisfies the requisite findings, and adopt the attached Resolution No. 2093, and the conditions of approval as presented in this staff report, or as modified by the Commission.

Denial

If the Planning Commission intends to recommend denial of the project to the City Council, the Commission should state the specific findings that the proposal does not satisfy based on the evidence presented with specific reasons for denial, and move to recommend denial of Minor Use Permit No. MUP 21-08, Architectural Design Review No. ADR 21-12, Tentative Parcel Map No. TPM 21-02, along with a density bonus and General Plan Consistency No. 22-01 street vacation, and direct staff to prepare a resolution for adoption at the next meeting that incorporates the Commission's recommendation and specific findings.

If any Planning Commissioner or other interested party has any questions or comments regarding this matter prior to the April 26, 2022, hearing, please contact Planning & Community Development Administrator Lisa Flores, at (626) 574-5445, or by email at lflores@ArcadiaCA.gov.

Approved:

Lisa L. Flores
Planning & Community Development Administrator

Attachment No. 1: Resolution No. 2093
Attachment No. 2: Aerial Photo and Zoning Information and Photos of the Subject Property
Attachment No. 3: Tentative Parcel Map
Attachment No. 4: Architectural Plans and Renderings
Attachment No. 5: Link to Draft Environmental Impact Report and Technical Appendices – www.arcadiaca.gov/projects
Attachment No. 6: Final EIR: Preface, Comment Letters on Draft EIR, Response to Comments, Proposed Changes to the Draft EIR, Findings of Fact, and MMRP
Attachment No. 7: Alexan Arcadia Market Analysis and CBRE Retail Analysis

Attachment No. 1

Resolution No. 2093

RESOLUTION NO. 2093

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ARCADIA, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE MINOR USE PERMIT NO. MUP 21-08, ARCHITECTURAL DESIGN REVIEW NO. ADR 21-12, GENERAL PLAN CONSISTENCY NO. 22-01, TENTATIVE PARCEL MAP NO. TPM 21-02, A DENSITY BONUS AND A STREET VACATION ALONG WITH AN ENVIRONMENTAL IMPACT REPORT UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FOR THE "ALEXAN ARCADIA" MIXED-USE DEVELOPMENT, WITH 319 RESIDENTIAL UNITS, INCLUDING 26 AFFORDABLE UNITS, LOCATED AT 150 N. SANTA ANITA AVENUE

WHEREAS, on May 24, 2021, an application was filed with the City of Arcadia ("City") for Minor Use Permit No. MUP 21-08, Architectural Design Review No. ADR 21-12, and Tentative Parcel Map No. TPM 21-02, and to construct a new mixed-use development at 150 N. Santa Anita Avenue and surrounding properties. The project includes a density bonus and a street vacation with General Plan Consistency No. 22-01 and will result in a seven-story mixed-use building containing 319 residential units, including 26 affordable units and eight live-work units (collectively, the "Project"); and

WHEREAS, a Final Environmental Impact Report (EIR) has been prepared by the City for the Alexan Mixed-Use Development Project (proposed Project). This Final EIR has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (Cal. Pub. Res. Code, Section 21000 et. seq., as amended) and implementing guidelines (Cal. Code Regs., Title 14, Section 15000 et. seq.). In accordance with the CEQA Guidelines, a Notice of Preparation (NOP) was circulated for a 30-day public review starting on July 19, 2021, to public agencies, organizations, and interested individuals; and

WHEREAS, on August 5, 2021, a scoping meeting was held virtually, as allowed per Governor's Executive Order N-25-20. The purpose of this meeting was to seek input from public agencies and the general public regarding the potential environmental impacts of the proposed Project. The City received no comments/questions with environmental concerns during the scoping meeting; and

WHEREAS, a Draft EIR was made available for public review and comment pursuant to CEQA Guidelines Section 15087. The 45-day public review period for the Draft EIR started on February 24, 2022, and ended on April 11, 2022. At the beginning of the public review period, an electronic copy of the Draft EIR and an electronic copy of the Notice of Completion (NOC) and Notice of Availability (NOA) were submitted to the State Clearinghouse and Los Angeles Recorders Office. The 45-day public review period provided interested public agencies, groups, and individuals the opportunity to comment on the contents of the Draft EIR. A total of four agency, organization, and individual comment letters were received and are included in Chapter 2, Responses to Comments, of this Final EIR; and

WHEREAS, the Final EIR addresses the comments received during the public review period and includes minor changes to the text of the Draft EIR in accordance with comments that necessitated revisions. Pursuant to CEQA Guidelines Section 15091, the City Council shall make findings for each of the significant effects identified in the EIR and shall support the findings with substantial evidence in the record. After considering the Final EIR in conjunction with making findings under Section 15091, the lead agency may decide whether or how to approve or carry out the Project. When a lead agency approves a project that will result in the occurrence of significant effects that are identified in the

Final EIR but are not avoided or substantially lessened, the agency is required by CEQA to state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. Because the Project would not result in significant and unavoidable impacts, a “statement of overriding considerations” is not required to be prepared. The Final EIR identified potentially significant effects that could result from the Project but can be mitigated through mitigation measures; and

WHEREAS, on May 10, 2022, a duly noticed public hearing was held before the Planning Commission on said application, at which time all interested persons were given full opportunity to be heard and to present evidence.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF ARCADIA, CALIFORNIA, HEREBY RESOLVES AS FOLLOWS:

SECTION 1. The factual data submitted by the Community Development Division in the staff report dated May 10, 2022, are true and correct.

SECTION 2. This Commission finds that based upon the entire record, pursuant to the Arcadia Development Code all the following findings can be made.

1. The proposed use is consistent with the General Plan and any applicable specific plan.

FACT: Approval of the proposed Project would be consistent with the General Plan Land Use Designation of Downtown Mixed Use, which allows a residential density of 80 units per acre and a commercial floor area ratio of 1.0. This land use designation allows mixed-use developments and strongly encourages a pedestrian-oriented environment with a complementary mix of commercial and residential uses. The proposed live-work

units will help generate increased activity along Wheeler Avenue and will convey a commercial appearance along the street. The proposed Project will not adversely affect the comprehensive General Plan and is consistent with the following General Plan goals and policies:

Land Use and Community Design Element

- Policy LU-1.1: Promote new infill and redevelopment projects that are consistent with the City's land use and compatible with surrounding existing uses.
- Policy LU-1.8: Encourage development types that support transit and other alternative forms of transportation, including bicycling and walking.
- Policy LU-4.2: Encourage residential development that enhances the visual character, quality, and uniqueness of the City's neighborhoods and districts.
- Policy LU-4.3: Require the provision of adequate private and common open space for residential units. Require sufficient on-site recreational facilities to meet the daily needs of residents, if possible, commensurate with the size of the development.
- Policy LU-6.4: Encourage design approaches that create a cohesive, vibrant look and that minimize the appearance of expansive parking lots on major commercial corridors for new or redeveloped uses.
- Policy LU-6.5: Where mixed use is permitted, promote commercial uses that are complementary to adjacent residential uses.

2. The proposed use is allowed within the applicable zone, subject to the granting of a Minor Use Permit, and complies with all other applicable provisions of this Development Code and the Municipal Code.

FACT: The subject site is zoned Downtown Mixed Use (DMU), which allows for mixed-use developments subject to the approval of a Minor Use Permit (MUP). The proposed Project complies with all the development standards of the DMU zone, including but not limited to setbacks, height, open space, parking dimensions and aisleways, etc. The Project provides the requisite number of low or very low-income units to qualify for a density bonus AND relaxation of parking requirements per density bonus law under SB 1818 and AB 2345. As such, the Project meets the Municipal Code requirements as well as State law.

3. The design, location, size, and operating characteristics of the proposed activity will be compatible with the existing and future land uses in the vicinity.

FACT: The subject site is 128,510 square feet in size and is located in the Downtown Mixed Use (DMU) zone. The site is surrounded by commercial uses consisting of the Rusnak Mercedes Benz dealership to the west across Santa Anita Avenue, which is zoned Central Business District, as well as other office uses zoned for DMU. A retail use (REI) is located to the north across Santa Clara along with the Gold Line Parking Structure and rail station. To the south of the Project is commercial parking owned by the City which serves the commercial uses along Huntington Drive to the south as well as the other buildings along Wheeler Avenue. To the east is the post office site and another mixed-use project. All of the surrounding properties are zoned DMU, with the exception of Rusnak Mercedes Benz. The Project embodies what the goals of the DMU zone are, with a mix of and commercial uses. The Project will also provide residential uses that will support the commercial uses in this area. Therefore, the development and operation of

the mixed-use development will be compatible with the existing and future land uses in the vicinity.

4. The site is physically suitable in terms of:

a. Its design, location, shape, size, and operating characteristics of the proposed use in order to accommodate the use, and all fences, landscaping, loading, parking, spaces, walls, yards, and other features required to adjust the use with the land and uses in the neighborhood.

FACT: The Project site is 128,510 square feet in size and can physically accommodate the proposed mixed-use development. The residential component of the Project will provide a density of 108 units per acre, which is in compliance with the maximum density for the area due to the density bonus permitted as a result of the affordable housing units being provided. The commercial component of the Project will have a floor area ratio (FAR) of 0.72, which is in compliance with the maximum allowable FAR of 1.0. Additionally, the amount of on-site parking that will be provided for this project meets and exceeds the minimum required by State law for projects providing affordable housing units that are in close proximity to the Gold Line Station. To provide a “reality check” of the parking situation, a parking demand analysis was provided as part of the Environmental Impact Report for the Project. The analysis concluded that ample parking is provided to serve the shared uses of the site. Therefore, the site is physically suitable to accommodate the proposed mixed-use development.

b. Streets and highways adequate in width and pavement type to accommodate public and emergency vehicle (e.g., fire and medical) access.

FACT: The Project site is located on the south side of Santa Clara Street through to the north side of Wheeler Avenue to the west of Santa Anita Avenue. These streets are adequate in width and pavement type to carry emergency vehicles and traffic generated by the proposed Project on the site.

c. Public protection services (e.g., fire protection, police protection, etc.).

FACT: The Fire and Police Departments have reviewed the application and determined that there will be no impacts to public protection services. The need for new or altered Fire or Police services is usually associated with substantial population growth. The proposed Project is not anticipated to cause substantial population growth; therefore, no impacts to public protection services are anticipated. Development of Downtown Arcadia has been anticipated and planned for since the General Plan was updated in 2010. Mixed use developments and residential units have been expected since that time on the part of public protection services.

d. The provision of utilities (e.g., potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.).

FACT: As part of the development, new utility connections, including connections for potable water and storm drainage, will be required. Implementation of best management practices during construction and operation would ensure impacts to water quality do not occur. The site can be adequately served by all required utilities through interconnection with existing utilities within City rights-of-way abutting the site.

5. The measure of site suitability shall be required to ensure that the type, density, and intensity of use being proposed will not adversely affect the public convenience, health, interest, safety, or general welfare, constitute a nuisance, or be

materially injurious to the improvements, persons, property, or uses in the vicinity and zone in which the property is located.

FACT: The proposed Project is not anticipated to have adverse effects on the public health or welfare, or the surrounding neighborhood. The Project will be compatible with the surrounding commercial and residential uses in the general area. Additionally, the Environmental Impact Report prepared for the Project assessed all the potential impacts from the Project and it was determined that there would be no significant impacts to traffic, noise, air quality, or water quality. Therefore, the proposed Project will not adversely affect the public convenience, health, interest, safety or general welfare of adjacent uses in the vicinity and zone of the subject property.

Tentative Parcel Map

6. The proposed map, subdivision design, and improvements are consistent with the General Plan, any applicable specific plan, and the Subdivisions Division of the Development Code.

FACT: Approval of the proposed Project with a tentative parcel map to divide the ground parcels is consistent with the Downtown Mixed Use Land Use designation as it is intended to accommodate mixed-use developments. The Project has been reviewed for compliance with the City's General Plan, Development Code, and the State Subdivision Map Act. It has been determined that the proposed subdivision is consistent with the General Plan Downtown Mixed-Use Land Use designation and the Downtown Mixed-Use zoning standards. The site is physically suitable for this type of development and the architectural design of the building is compatible with the scale and character of the surrounding area. The proposed Tentative Parcel Map complies with the Subdivision Map

Act regulations and there is no specific plan applicable to this Project. The Project will not adversely affect the comprehensive General Plan and is consistent with the following General Plan goals and policies:

Land Use and Community Design Element

- Policy LU-1.1: Promote new infill and redevelopment projects that are consistent with the City's land use and compatible with surrounding existing uses.
- Policy LU-1.8: Encourage development types that support transit and other alternative forms of transportation, including bicycling and walking.
- Policy LU-4.2: Encourage residential development that enhances the visual character, quality, and uniqueness of the City's neighborhoods and districts.
- Policy LU-4.3: Require the provision of adequate private and common open space for residential units. Require sufficient on-site recreational facilities to meet the daily needs of residents, if possible, commensurate with the size of the development.
- Policy LU-6.4: Encourage design approaches that create a cohesive, vibrant look and that minimize the appearance of expansive parking lots on major commercial corridors for new or redeveloped uses.
- Policy LU-6.5: Where mixed use is permitted, promote commercial uses that are complementary to adjacent residential uses.

7. The site is physically suitable for the type and proposed density of development.

FACT: The Project site is approximately 128,510 square feet in size and is physically suitable for the proposed mixed-use development. The MU zone allows a maximum residential density of 80 units per acre and a floor area ratio (FAR) of 1.0 for

non-residential uses. However, the Arcadia Municipal Code and State law allow a density bonus process and parking relaxation if affordable housing is provided and the findings for the density bonus can be made in this case. The density of 108 dwelling units per acre fits within the physical constraints of the site and the Project proposes a commercial FAR of 0.72 and a height of 84'11", both within the limitations required by the site. Therefore, the Project is in compliance with the Development Code and the site is physically suitable for the proposed development.

8. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

FACT: The proposed Tentative Parcel Map to consolidate and reform existing parcels for the proposed Project is a minor subdivision of an infill site within an urbanized area. Therefore, it will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

9. The design of the subdivision or type of improvements is not likely to cause serious public health or safety problems.

FACT: The proposed subdivision will consolidate and reform existing parcels in a commercial infill setting for a proposed mixed-use development. The construction of the proposed development will be carried out in compliance with Building and Fire Codes and all other applicable regulations. The City's existing infrastructure will adequately serve the new development. In addition, the Project meets all health and safety requirements, and will not cause any public health or safety problems.

10. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of, property within the proposed subdivision (This finding shall apply only to easements of record or to easements established by judgement of a court of competent jurisdiction and no authority is hereby granted to a legislative body to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision).

FACT: The proposed design of the subdivision does not conflict with easements acquired by the public at large for access through or use of, property within the proposed subdivision. Part of the Project is the vacation of an existing public alley within the site. This alley is not currently used substantially nor is it necessary for the public good in any way. There are no conflicts with any other easements on the subject property.

11. The discharge of sewage from the proposed subdivision into the community sewer system will not result in violation of existing requirements specified by the California Regional Water Quality Control Board.

FACT: The Arcadia Public Works Services Department determined that the City's existing infrastructure will adequately serve the new development, and the requirements of the California Regional Water Quality Control Board will be satisfied.

12. The design of the subdivision provides, to the extent feasible, passive or natural heating and cooling opportunities.

FACT: The proposed Tentative Parcel Map and Project have been reviewed by Building Services to ensure compliance with the California Building Code, which includes requirements associated with heating and cooling requirements.

13. The proposed subdivision, its design, density, and type of development and improvements conforms to the regulations of the City's Development Code and the regulations of any public agency having jurisdiction by law.

FACT: The proposed Tentative Parcel Map as conditioned, and following the application of a density bonus, complies with the density requirements of the City's Development Code, and all the improvements required for the site and each unit will comply with the regulations in the City's Development Code.

Density Bonus

14. The Project will be consistent with the General Plan, except as provided by this section with regard to maximum density, density bonuses, and other incentives and concessions.

FACT: The Project is consistent with the Downtown Mixed Use land use designation in the General Plan, as well as the zoning requirements of the DMU zone. The Project meets the following policies of the General Plan Land Use Element: LU-1.1, LU-1.8, LU-4.2, LU 4.3, LU-6.4, and LU-6.5.

15. The approved number of dwellings can be accommodated by existing and planned infrastructure capacities.

FACT: The Project proposes 319 dwelling units, which includes 26 affordable units and 8 live-work units. All relevant utility providers and service providers reviewed the proposed Project and have declared that the Project can be served with existing and/or planned infrastructure. The Arcadia General Plan has anticipated mixed-use development in Downtown Arcadia since 2010. The infrastructure has been reviewed and analyzed with this in mind and the Project can be accommodated.

16. Adequate evidence exists to indicate the project will provide affordable housing in a manner consistent with the purpose and intent of this Section.

FACT. The applicant has submitted a draft Density Bonus Housing Agreement which specifies that 26 units will be provided for low and very low-income residents. This document must be recorded prior to the issuance of a Certificate of Occupancy for the Project and shall run with the property. This will provide the necessary surety that these units will remain affordable over time.

17. In the event that the City does not grant at least one financial concession or incentive as defined in Government Code Section 65915 in addition to the density bonus, that additional concessions or incentives are not necessary to ensure affordable housing costs as defined in Health and Safety Code Section 50052.5, or for rents for the targeted units to be set as specified in Government Code 65915(C.).

FACT: The Project is proposing a density bonus of 35% based on the provision of 11% affordable units at the low and very low-income level, which is allowable per State law. In addition, the Project is utilizing the parking relaxation requirements allowed through AB 2345 due to the provision of affordable housing and proximity to transit. As such, the Project can meet all other zoning requirements and standards and no concessions or incentives are necessary to meet the targeted affordability.

18. There are sufficient provisions to guarantee that the units will remain affordable for the required time period.

FACT: The developer has submitted a draft Density Bonus Housing Agreement which will be finalized and agreed to by both parties prior to recordation. The document

will be required to be recorded prior to the issuance of a Certificate of Occupancy for the Project.

Street Vacation and General Plan Consistency Finding

State law (Government Code Section 65402) requires that the Planning Commission is to review the vacation request and determine if the vacation is consistent with the General Plan's Circulation Element. As part of the Project, the public alley running east-west from the eastern boundary of the site is proposed to be vacated. At the April 5, 2022, City Council Meeting, the City Council announced its intent to hold a public hearing on this matter on May 17, 2022. In this case, the public alley is not used broadly by the public and serves no purpose within the development. The alley was previously in place to provide access to the original lots and their associated buildings. However, all of these buildings are proposed for demolition and the alley is no longer necessary. Any utilities in the alley will be abandoned and are no longer necessary for the City or adjoining parcels. By vacating the alley, the City is allowing the lots to be effectively joined to create an assembly of parcels that allows the Project to be built, furthering the City's goal to attract mixed-use development in Downtown Arcadia. As such, the vacation of the alley in question is compliant with the Arcadia General Plan and meets the following policies of the General Plan Circulation Element:

- Policy CI-1.2: Implement street design standards on arterial corridors consistent with the Master Plan of Roadways to address bicycle facilities, sidewalks, and on-street parking that are context sensitive to adjacent land uses and districts, and to all roadway users, where appropriate.

• Policy CI-7.1: Ensure that parking requirements in the City's zoning regulations appropriately reflect the needs of businesses, residents, and institutions, and the evolving nature of personal transportation (for example, electric or other alternative fuel vehicles, car sizes, increased bicycle use).

• Policy CI-7.2: Accommodate shared use of public and private parking facilities within business districts and where joint use of parking lots is appropriate given the uses sharing the facilities.

SECTION 3. For the foregoing reasons, the Planning Commission recommends that the City Council make the required findings and certify the FEIR and approve Minor Use Permit No. MUP 21-08, Architectural Design Review No. ADR 21-12, Tentative Parcel Map No. TPM 21-02, and General Plan Consistency No. 22-01 for construction of a new mixed-use development at 150 N. Santa Anita Avenue and surrounding properties, subject to the conditions of approval and mitigation measures attached hereto.

SECTION 4. The Secretary shall certify to the adoption of this Resolution.

Passed, approved and adopted this 10th day of May 10, 2022.

_____

Zi Lin
Chair, Planning Commission

ATTEST:

_____

Lisa L. Flores
Secretary

APPROVED AS TO FORM:

Stephen P. Deitsch

Stephen P. Deitsch
City Attorney

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RESOLUTION NO. 2093

Conditions of Approval and Mitigation Measures

1. The Applicant/Property Owner shall prepare and execute a Density Bonus Housing Agreement that will ensure that at least 26 units are reserved on site as housing for very low-income residents. The Density Bonus Housing Agreement must be recorded in the Office of the Los Angeles Recorder's office prior to the issuance of a Certificate of Occupancy for the project. Prior to recordation, the Applicant/Owner shall submit the Agreement to the City for review and approval by the City and shall obtain the City Attorney's approval thereof. For this purpose, the Applicant/Owner shall submit to the City with the proposed Agreement a deposit of $7,500 for purposes of such review, of which any funds remaining after review of the Agreement by the City shall be returned to the Applicant/Owner.

2. A declaration of covenants, conditions and restrictions ("CC&Rs") providing for reciprocal parking and access between both properties shall be prepared by the Applicant and recorded against both properties in the Office of the Los Angeles County Recorder's Office after the final map has been recorded. Prior to their recordation, the Applicant/Owner shall submit the CC&R's to the City for review and approval by the City, and shall obtain the City Attorney's approval thereof. For this purpose, the Applicant/Owner shall submit to the City with the proposed CC&Rs a deposit of $3,000 for purposes of such review, of which any funds remaining after review of the CC&R's by the City shall be returned to the Applicant/Owner.

3. The Applicant/Property Owner shall provide wayfinding signage at all parking garage ingress points for customers prior to entering the garage and providing wayfinding signage within the parking garage such that customers are directed to the ATM drive-thru, and other users of the site are channeled to parking spaces and garage exits.

4. Where parking serves more than one accessible entrance, accessible parking spaces shall be dispersed and located on the shortest accessible route to the accessible entrances.

5. A wheel stop shall be provided for each parking space adjacent to and facing a wall, building, walkway, utility cabinet, or structure. The wheel stops shall be set a minimum of 36 inches from the forward end of the parking space and shall be six inches high and in accordance with the City's Development Code. All parking stalls shall also be double-striped to provide a parking stall with a 9-foot width, measured to the center of the lines. Said plan shall be subject to review and approval by the Planning and Community Development Administrator, or designee, prior to submitting the plans into Building Services for plan-check.

6. Tree removal shall not occur during the local nesting season (February 1 to September 15 for nesting birds and February 1 to June 30 for nesting raptors), to the extent practicable. If any construction or tree removal occurs during the nesting season, a nesting bird survey shall be conducted by a qualified biologist prior to commencement of grading or removal of any trees on the property. If the biologist determines that nesting birds are present, restrictions may be placed on construction activities in the vicinity of the nest observed until the nest is no longer active, as determined by a qualified biologist. The size of the protective barrier will be determined by the biologist based on the location of the nest, type of construction activities, the existing human activity in the vicinity of the nest and the sensitivity of the nesting species. Grading and/or construction may resume in this area when a qualified biologist has determined the nest is no longer occupied and all juveniles have fledged. This measure shall be implemented to the satisfaction of the Planning & Community Development Administrator, or designee.

7. The final map must be approved and recorded by the Los Angeles County Recorder's Office prior to issuance of a building permit.

8. The final landscape plans must be submitted at the same time as the building and architectural plans to Building Services for plan-check. The Project shall be developed and maintained by the Property Owner/Applicant in compliance with all of the recommended tree protection measures and maintenance (prior, during and after construction), as listed in the Arborist Report, dated September 2021.

9. The Project shall comply with Chapter 35A Multi-Family Construction Standards as amended in the Arcadia Municipal Code Section 8130.20.

10. During all Project site construction, all construction-related activities, including maintenance of construction equipment and the staging of haul trucks, shall be limited to between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday and between 8:00 a.m. and 5:00 p.m. on Saturday. No construction is permitted on Sundays and holidays specified in the City's Municipal Code.

11. The Project shall be developed and maintained by the Applicant/Property Owner in a manner that is consistent with the plans submitted and conditionally approved for Minor Use Permit No. MUP 21-08, Architectural Design Review No. ADR 21-12, and Tentative Parcel Map No. TPM 21-02), subject to the satisfaction of the Planning & Community Development Administrator or designee. Noncompliance with the plans, provisions and conditions of approval shall be grounds for immediate suspension or revocation of any approvals.

12. The Applicant/Property Owner shall be responsible for the repair of all damage to public improvements in the public right-of-way resulting from construction related activities, including, but not limited to, the movement and/or delivery of equipment, materials, and soils to and/or from the site. This shall be determined by the Planning

and Community Development Administrator and Public Works Director during construction and up until issuance of a Certificate of Occupancy.

13. Prior to issuance of a building permit, the Applicant/Property Owner shall submit a parking management plan providing how replacement parking for the existing uses on site shall be provided, including signed leases with adjacent properties as needed. The parking management plan shall include a staging plan for construction parking and staging and conditions for the management of replacement and construction parking so as to minimize impacts on surrounding public parking areas and street parking. Said plan shall be subject to review and approval by the Planning and Community Development Administrator, or designee.

14. Prior to the issuance of a Certificate of Occupancy, it must be verified that at least 376 parking spaces are designated for residential uses and 82 bicycle parking spaces are provided.

15. The plans submitted for Building plan check shall comply with the latest adopted edition of the following codes as applicable:

    a. California Building Code
    b. California Electrical Code
    c. California Mechanical Code
    d. California Plumbing Code
    e. California Energy Code
    f. California Fire Code
    g. California Green Building Standards Code
    h. California Existing Building Code
    i. Arcadia Municipal Code

16. All utility conductors, cables, conduits and wiring supplying electrical, cable and telephone service to the building shall be installed underground except risers which are adjacent to and attached to a building.

17. The grading plans shall indicate all site improvements and shall indicate complete drainage paths of all drainage water run-off.

18. The Applicant shall conduct pre-construction surveys prior to excavation, and existing improvements on the adjacent property at 100 N. Santa Anita Avenue shall be inspected and the pre-construction condition shall be documented. During construction, all recommendations of the geotechnical investigation shall be followed and the building at 100 N. Santa Anita Avenue shall be monitored during drilling and pile installation, and periodically throughout construction. Professionals representing 100 N. Santa Anita Avenue may participate in the preconstruction survey and monitoring activity at their own expense.

19. The Applicant/Property Owner will be required to pay the City's Map and Final Approval Fee prior to approval of the Final Map.

20. Prior to occupancy, the developer shall repair any damages caused by the development to the asphalt street frontages from property line to property line including but not limited to trench cuts and construction traffic, per the direction of the City Engineer.

21. As part of the Final Parcel Map, the developer shall dedicate additional right-of-way as follows:

    a. Santa Anita Avenue – Five-foot additional dedication

    b. Santa Clara Street – adjacent to Bank of America building – four-foot additional dedication.

    c. Santa Clara Street – adjacent to new building – one-foot additional dedication and five-foot easement.

    d. North/South Alley – five-foot public access/walkway easement adjacent to the alley.

    e. All driveways – sufficient easements to accommodate ADA sidewalk access

    f. Street/Driveway corners – triangular cutbacks as necessary for ADA accessible ramp purposes

    g. All portions of sidewalks with obstructions – sufficient easements where public right-of-way does not exist to accommodate public sidewalk around obstacles.

22. Prior to the approval of the Final Parcel Map the developer shall either construct or post security for all public improvements as follows:

    a. Remove and replace existing sidewalk, curb and gutter along all property frontages from property line to property line to the satisfaction of the City Engineer. Include additional sidewalk to provide adequate clearances around all obstacles.
    b. Construct new ADA accessible ramps at all corner and driveways.
    c. Coordinate with Public Works Services on protection of street trees along Wheeler Avenue and the installation of any new street trees.
    d. Remove and replace all drive approaches per City standard plan.
    e. Remove and replace the pavement in the alley adjacent to the development in conformance with the City's Downtown Alleys Improvement Plan.

23. The building shall be fully sprinklered per the City of Arcadia Fire Department Commercial Sprinkler Standard. The fire sprinkler system shall be monitored by a

UL listed central station. Notification appliances shall be provided in all common areas and adjacent to sleeping areas in residential units. Visual appliances will be provided in any units classified as being accessible.

24. An emergency responder radio coverage system is required.

25. Class 1 standpipes shall be provided in all stairwells to the roof level.

26. A knox box shall be provided at a location to be approved by the Fire Department. Knox switches shall be provided for any automatic vehicular gates.

27. Fire extinguishers with a minimum rating of 2A:10BC shall be provided in all common areas. Minimum travel distance shall be 75 feet.

28. Illuminated exit signage and emergency lighting shall be provided for the parking area and all other common paths of egress.

29. Minimum fire flow is 1,500 gpm at 20 psi.

30. A minimum of one elevator capable of accommodating a 24-inch by 84-inch ambulance stretcher/gurney shall be provided.

31. New public hydrants shall be provided on Santa Clara Street and Wheeler Avenue on the street frontage of the property.

32. The Project is responsible for contributing a fair share payment toward the installation of a cloud-based traffic mitigation system being completed by the Fire Department. This fair share payment shall be attributed to the six (6) immediately adjacent intersections evaluated in the Traffic Study for the project and the payment shall not exceed $6,300.

33. The Developer shall provide calculations to determine the maximum domestic demand, maximum commercial demand and maximum fire demand in order to verify the required water service size required.

34. The Developer shall provide separate water services and meters for specific residential, commercial, and irrigation uses. Backflow protection (approved reduced pressure backflow preventer) shall be installed for all three services.

35. Domestic water service for residential units shall be provided by a common master meter. Any condominiums shall require a separate water service and meter for common area landscape irrigation.

36. All fire protection requirements shall be as stipulated by the Arcadia Fire Department. In the event that fire suppression is common to the complex, a

separate fire service with Double Check Detector Assembly (DCDA) shall be required as directed by the Fire Marshal.

37. A Water Meter Clearance Application shall be submitted to the Public Works Services Department prior to final permit issuance.

38. New water service installations shall be installed by the Developer. Installation shall be according to the specifications of the Public Works Services Department, Engineering Section. Abandonment of existing water services, if necessary, shall be carried out by the Developer, according to Public Works Services Department, Engineering Section specifications.

39. If connecting to a City sewer main, the Applicant/Property Owner shall utilize existing sewer lateral(s) if possible. If any existing sewer lines serving other properties must be relocated, repaired, or upsized in any way, the developer shall be responsible for this work and for maintaining sewer service for any impacted properties throughout construction.

40. If any drainage fixture elevation is lower than the elevation of the next upstream manhole cover, an approved backwater valve is required.

41. All existing street trees shall remain and be protected on Wheeler. No trees required on Santa Anita or Santa Clara.

42. The proposed Project is subject to the State Water Resources Control Board's NPDES General Construction Permit requirements:

    a. Applicant submit Notice of Intent along with applicable fees to the State.
    b. Applicant to prepare a Stormwater Pollution Prevention Plan.
    c. City will not issue a grading permit until Waste Discharge ID # can be furnished.

43. Developer shall size the trash enclosure(s) accordingly. Separate bins/carts shall be provided for trash, recycling, and green waste/food waste. Placement and volume of bins/carts shall be subject to review and approval of the Public Works Department.

44. The Project requires a LID plan which shall comply with the Los Angeles County Department of Public Works 2014 LID standard manual and show the selected measures on the grading plan. Potential strategies include using infiltration trenches, bioretention planter boxes, roof drains connected to a landscaped area, pervious concrete pavers, etc.

45. All City requirements regarding disabled access and facilities, occupancy limits, building safety, health code compliance, emergency equipment, environmental

regulation compliance, and parking and site design shall be complied with to the satisfaction of the Building Official, City Engineer, Planning & Community Development Administrator, Fire Marshal, and Public Works Services Director. Any changes to the existing facility may be subject to having fully detailed plans submitted for plan check review and approval by the aforementioned City officials and employees and may subject to building permits.

46. Noncompliance with the plans, provisions and conditions of approval for MUP 21-08, ADR 21-12, TPM 21-02, a Density Bonus and a Street Vacation shall be grounds for immediate suspension or revocation of any approvals, which could result in the closing of the tutoring center.

47. To the maximum extent permitted by law, Applicant must defend, indemnify, and hold City, any departments, agencies, divisions, boards, and/or commissions of the City, and its elected officials, officers, contractors serving as City officials, agents, employees, and attorneys of the City ("Indemnitees") harmless from liability for damages and/or claims, actions, or proceedings for damages for personal injuries, including death, and claims for property damage, and with respect to all other actions and liabilities for damages caused or alleged to have been caused by reason of the Applicant's activities in connection with MUP 21-08, ADR 21-12, TPM 21-02, a Density Bonus and a Street Vacation on the Project site, and which may arise from the direct or indirect operations of the Applicant or those of the Applicant's contractors, agents, tenants, employees or any other persons acting on Applicant's behalf, which relate to the development and/or construction of the Project. This indemnity provision applies to all damages and claims, actions, or proceedings for damages, as described above, regardless of whether the City prepared, supplied, or approved the plans, specifications, or other documents for the Project.

48. In the event of any legal action challenging the validity, applicability, or interpretation of any provision of this approval, or any other supporting document relating to the Project, the City will promptly notify the Applicant of the claim, action, or proceedings and will fully cooperate in the defense of the matter. Once notified, the Applicant must indemnify, defend and hold harmless the Indemnitees, and each of them, with respect to all liability, costs and expenses incurred by, and/or awarded against, the City or any of the Indemnitees in relation to such action. Within 15 days' notice from the City of any such action, Applicant shall provide to City a cash deposit to cover legal fees, costs, and expenses incurred by City in connection with defense of any legal action in an initial amount to be reasonably determined by the City Attorney. City may draw funds from the deposit for such fees, costs, and expenses. Within 5 business days of each and every notice from City that the deposit has fallen below the initial amount, Applicant shall replenish the deposit each and every time in order for City's legal team to continue working on the matter. City shall only refund to Developer any unexpended funds from the deposit within 30 days of: (i) a

final, non-appealable decision by a court of competent jurisdiction resolving the legal action; or (ii) full and complete settlement of legal action. The City shall have the right to select legal counsel of its choice that the Applicant reasonably approves. The parties hereby agree to cooperate in defending such action. The City will not voluntarily assist in any such third-party challenge(s) or take any position adverse to the Applicant in connection with such third-party challenge(s). In consideration for approval of the Project, this condition shall remain in effect if the entitlement(s) related to this Project is rescinded or revoked, whether or not at the request of the Applicant.

49. Approval of MUP 21-08, ADR 21-12, TPM 21-02, a Density Bonus and a Street Vacation shall not be in effect unless the Property Owner and Applicant have executed and filed the Acceptance Form with the City on or before 30 calendar days after the Planning Commission has adopted the Resolution. The Acceptance Form to the Development Services Department is to indicate awareness and acceptance of the conditions of approval.

Mitigation Measures as Conditions of Approval

The following conditions are found in the Mitigation Monitoring and Reporting Program (MMRP). They are recorded here to facilitate review and implementation. More information on the timing and responsible parties for these mitigation measures is detailed in the MMRP.

50. MM-CUL-1 - Prior to commencement of construction activities, an inadvertent discovery clause, written by an archaeologist, shall be added to all construction plans associated with ground disturbing activities and the Project applicant shall retain a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, to prepare a Worker Environmental Awareness Program (WEAP). The WEAP shall be submitted to the City of Arcadia Planning and Community Development department (City) for review and approval. All construction personnel and monitors shall be presented the WEAP training prior to the start of construction activities. The WEAP shall be prepared to inform all personnel working on the proposed Project about the archaeological sensitivity of the area, to provide specific details on the kinds of archaeological materials that may be identified during construction, to explain the importance of and legal basis for the protection of significant archaeological resources, and to outline the actions to be taken in the event of a discovery of cultural resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor.

The WEAP shall require that a qualified archaeologist be retained and on-call to respond to and address any inadvertent discoveries identified during initial excavation in native soils, which underly the 2-4 feet below ground surface (bgs) of artificial fill soils. As it pertains to archaeological monitoring, this definition excludes movement of sediments after they have been initially disturbed or displaced by project-related construction. If potential archaeological resources (i.e., sites, features, or artifacts) are exposed during construction activities for the proposed Project, the City shall be notified and all construction work occurring within 50 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, can evaluate the significance of the find and determine whether or not additional study is warranted. The archaeologist shall be empowered to temporarily stop or redirect grading activities to allow removal of abundant or large artifacts. Depending upon the significance of the find under the California Environmental Quality Act (CEQA) (14 CCR 15064.5[f]; PRC, Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan and data recovery, may be warranted. The archaeologist shall also be required to curate any discovered specimens in a repository with permanent retrievable storage and submit a written report to the City of Arcadia for review and approval prior to occupancy of the first building on the site. Once approved, the final report shall be filed with the South Central Coastal Information Center (SCCIC).

51. MM-GEO-1 - Prior to commencement of any grading activity on-site, the Applicant shall retain a qualified paleontologist per the Society of Vertebrate Paleontology (SVP) (2010) guidelines. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the Project. The PRIMP shall be consistent with the SVP (2010) guidelines and shall outline requirements for preconstruction meeting attendance and worker environmental awareness training, where monitoring is required within the Project area based on construction plans and/or geotechnical reports, procedures for adequate paleontological monitoring and discoveries treatment, and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections management. The qualified paleontologist shall attend the preconstruction meeting and a paleontological monitor shall be on-site during all rough grading and other significant ground-disturbing activities in previously undisturbed, Pleistocene alluvial deposits. These deposits may be encountered at depths as shallow as 5-10 feet below ground surface. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find.

52. MM-HAZ-1 - Prior to the issuance of a demolition permit, the Project applicant/developer or their designated contractor shall ensure that the demolition contract incorporate abatement procedures for the removal of materials containing asbestos, as identified in previous surveys, and identification and removal of polychlorinated biphenyls, hazardous material, hazardous wastes, and universal waste items. All abatement work shall be done in accordance with federal, state, and local regulations, including those of the U.S. Environmental Protection Agency (which regulates disposal), Occupational Safety and Health Administration, U.S. Department of Housing and Urban Development, California Occupational Safety and Health Administration (which regulates employee exposure), and the South Coast Air Quality Management District. Confirmation of adequate removal of such materials shall be provided to the City prior to the issuance of a building permit.

53. MM-HAZ-2 - Prior to the issuance of a grading permit, the Project applicant/developer or their designated contractor shall prepare a soil management plan (SMP) that outlines the proper screening, handling, characterization, transportation, and disposal procedures for contaminated soils on site. The SMP shall include health and safety and training procedures for workers who may come in contact with contaminated soils. The health and safety procedures shall also include periodic breathing zone monitoring and monitoring for VOCs using a handheld organic vapor analyzer and include required actions to be taken if concentrations of VOCs exceed applicable screening levels for health and safety of onsite workers. The SMP will be based on the findings of the Soil and Soil Vapor Investigation prepared for the Project, will outline areas of known or suspected soil contamination, and will be implemented by the applicant or their designated contractor for all confirmed and suspected contaminated soils which require excavation and offsite disposal. Contaminated soil shall be managed and disposed of in accordance with applicable federal, state, and local regulations.

54. MM-HAZ-3 - Prior to the issuance of a grading permit, vapor mitigation design features shall be implemented in accordance with the Department of Toxic Substances Control (DTSC) Vapor Intrusion Mitigation Advisory for all future residential buildings and enclosed structures. The construction contractor shall incorporate vapor mitigation design features into building plans that reduce potential vapor intrusion in buildings and enclosed structures on the Project site below DTSC Screening Levels. Vapor mitigation systems may be passive or active in nature, so long as they are designed to prevent vapor contamination on the Project site in accordance with applicable DTSC regulations at the time the systems are designed. Vapor mitigation systems must be reviewed and approved by the permitting agency(ies) (City of Arcadia, County of Los Angeles) prior to construction and prior to issuance of certificate of occupancy. Operation of the Project shall maintain functionality of these features as required to continue protection from vapor intrusion. Following completion of construction and occupancy of the buildings, indoor air monitoring will occur semiannually for one year to verify implemented measures are functioning properly and adequately mitigating vapor

intrusion to below residential DTSC Screening Levels. Results shall be submitted to the City of Arcadia for confirmation of the adequacy of the designed systems. If indoor air samples reveal vapor intrusion occurring at levels above applicable DTSC Screening Levels, modifications shall be made, as necessary, to the designed system to improve the efficacy in reducing vapor intrusion to below applicable screening levels.

55. MM-TRA-1 - Prior to the issuance of demolition or grading permits, the Project applicant/developer shall develop and implement a City-approved Construction Traffic Control Plan. The Plan shall be prepared in accordance with applicable City guidelines and shall address the potential for construction-related vehicular traffic, as well as pedestrian and bicycle circulation disruption in the public right-of-way. The Plan shall describe safe detours and shall include protocols for implementing the following: temporary traffic controls (e.g., a flag person during heavy truck traffic for soil export) to maintain smooth pedestrian and traffic flow; dedicated on-site turn lanes for construction trucks and equipment leaving the site; scheduling of peak construction truck traffic that affects traffic flow on the arterial system to off-peak hours; consolidation of truck deliveries; and/or rerouting of construction trucks away from congested streets or sensitive receptors.

56. MM-TCR-1 - The project applicant shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation ("Tribe" or "Kizh"). The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. "Ground-disturbing activity" refers to ground disturbance occurring from 1 foot above native soils and below, and it does not include movement of sediments after they have been initially disturbed or displaced by current Project-related construction.

    A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

    The project applicant shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation ("Tribe" or "Kizh"). The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling,

and trenching. “Ground-disturbing activity” refers to ground disturbance occurring from 1 foot above native soils and below, and it does not include movement of sediments after they have been initially disturbed or displaced by current Project-related construction. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

On-site tribal monitoring shall conclude upon the earlier of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant or lead agency that all ground-disturbing activities as defined above and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant or lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs. Upon discovery of any Kizh TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the Kizh recovers and retains all discovered Kizh TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe’s sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes. The Tribe shall have up to 48 hours to recover and retain any discovered Kizh TCRs, after which time construction activities in the immediate vicinity of the discovery may continue.

57. MM-TCR-2 - Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

    In accordance with Health and Safety Code Section 7050.5, any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

    Consistent with California Public Resources Code section 5097.98(d)(2), any items associated with the human remains that are placed or buried with the Native American human remains are to be treated in the same manner as the remains, but do not by themselves constitute human remains.

    Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.

Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

58. MM-TCR-3 - If the Tribe is designated by the Native American Heritage Commission ("NAHC") as the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. Accordingly, if the Tribe is designated as the MLD for discovered human remains, the prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

    If the Tribe is designated by the NAHC as the MLD, the following condition will apply: If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

    If the Tribe is designated by the NAHC as the MLD, the following condition will apply: In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will 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 should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

    If the Tribe is designated by the NAHC as the MLD, the following condition will apply: In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. If the Tribe is designated by the NAHC as the MLD, the following condition will apply: Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. Where the Tribe is designated as the MLD, the site of reburial/repatriation shall be on the project site but at a location

agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

If the Tribe is designated by the NAHC as the MLD, the following condition will apply: The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery and data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains. During ground-disturbing activities Construction contractor NAHC's "Most Likely Descendant" Tribe.

Attachment No. 2

Aerial Photo And Zoning Information and Photos of the Subject Property

Parcel Number: **5773-006-036**

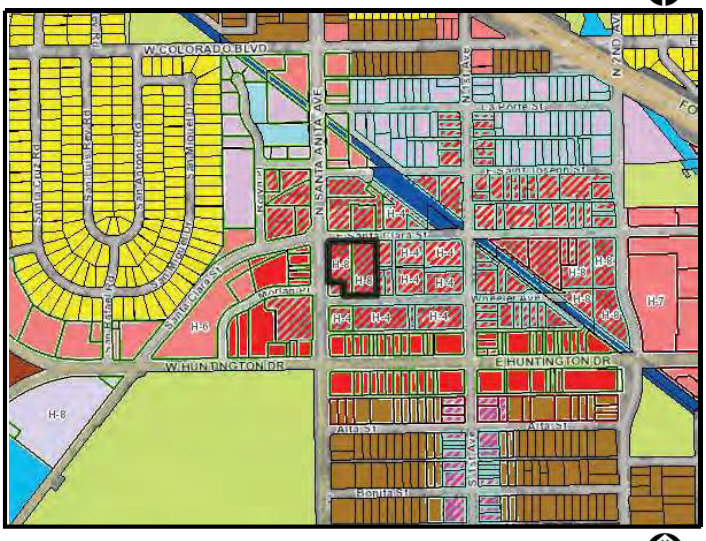
Site Address: # 150 N SANTA ANITA AVE

Property Owner(s): **Property Owner**

Property Characteristics	
Zoning:	DMU
General Plan:	DMU
Lot Area (sq ft):	
Main Structure / Unit (sq. ft.):	46,200
Year Built:	1972
Number of Units:	0

Overlays	
Architectural Design Overlay:	N/A
Downtown Overlay:	Yes, N/A
Downtown Parking Overlay:	Yes
Parking Overlay:	N/A
Racetrack Event Overlay:	N/A
Residential Flex Overlay:	N/A
Special Height Overlay:	H-8

Selected parcel highlighted



Parcel location within City of Arcadia

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Report generated 26-Apr-2022

Parcel Number: **5773-006-004**

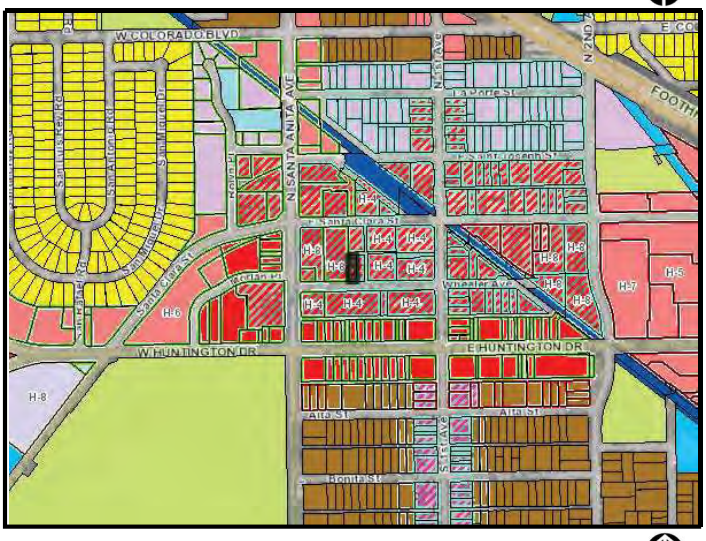
Site Address: **25 WHEELER AVE**

Property Owner(s): **Property Owner**

Property Characteristics	
Zoning:	DMU
General Plan:	DMU
Lot Area (sq ft):	
Main Structure / Unit (sq. ft.):	4,600
Year Built:	1961
Number of Units:	0

Overlays	
Architectural Design Overlay:	N/A
Downtown Overlay:	N/A
Downtown Parking Overlay:	Yes
Parking Overlay:	N/A
Racetrack Event Overlay:	N/A
Residential Flex Overlay:	N/A
Special Height Overlay:	H-8

Selected parcel highlighted



Parcel location within City of Arcadia

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Report generated 26-Apr-2022

Parcel Number: **5773-006-005**

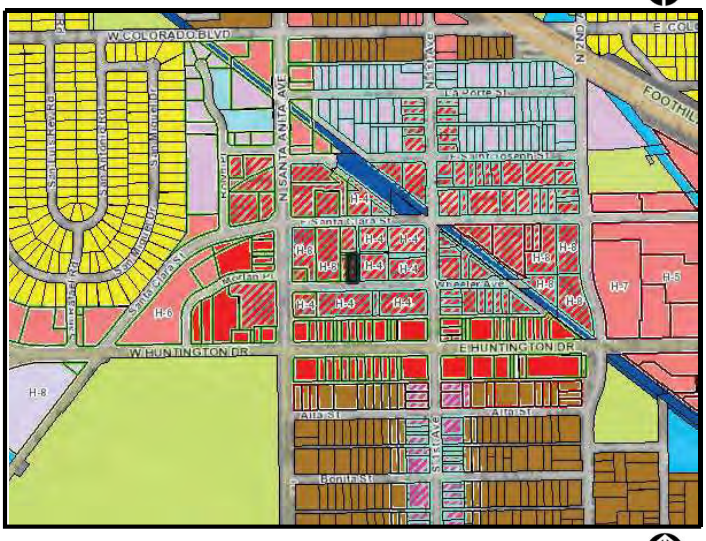
Site Address: **31 WHEELER AVE**

Property Owner(s): **Property Owner**

Property Characteristics	
Zoning:	DMU
General Plan:	DMU
Lot Area (sq ft):	
Main Structure / Unit (sq. ft.):	3,750
Year Built:	1959
Number of Units:	0

Overlays	
Architectural Design Overlay:	N/A
Downtown Overlay:	N/A
Downtown Parking Overlay:	Yes
Parking Overlay:	N/A
Racetrack Event Overlay:	N/A
Residential Flex Overlay:	N/A
Special Height Overlay:	H-8

Selected parcel highlighted



Parcel location within City of Arcadia

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Report generated 26-Apr-2022

Parcel Number: **5773-006-010**

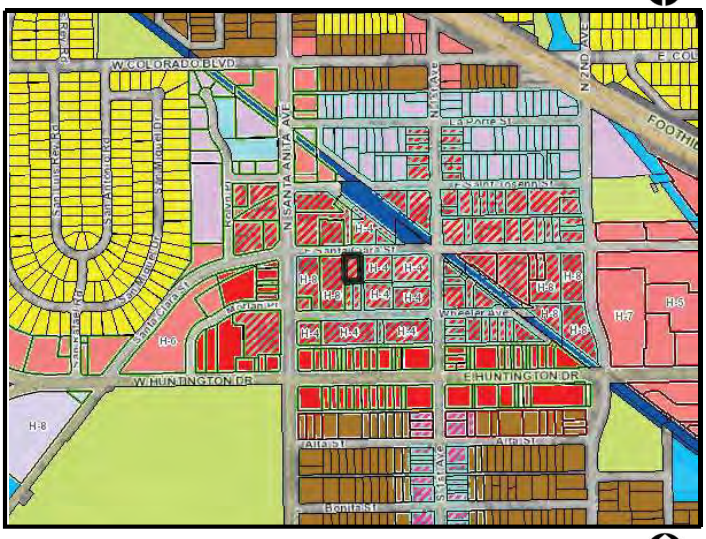
Site Address: # 30 E SANTA CLARA ST

Property Owner(s): **Property Owner**

Property Characteristics	
Zoning:	DMU
General Plan:	DMU
Lot Area (sq ft):	
Main Structure / Unit (sq. ft.):	9,000
Year Built:	1987
Number of Units:	1

Overlays	
Architectural Design Overlay:	N/A
Downtown Overlay:	N/A
Downtown Parking Overlay:	Yes
Parking Overlay:	N/A
Racetrack Event Overlay:	N/A
Residential Flex Overlay:	N/A
Special Height Overlay:	H-8

Selected parcel highlighted



Parcel location within City of Arcadia

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Report generated 26-Apr-2022

Photo 1:Southwestern view of the single-story bank, eight-story office building, and off-site commercial building from the northwest corner of N. Santa Anita Ave. and Santa Clara St.

Photo 2: Southwestern view of the two-story commercial building from the north side of Santa Clara St.

Photo 3: Northwestern view of the off-site and on-site alleys, as well as the backside of the two-story commercial building from the off-site alley.

Photo Key

Photo 4: Southwestern view of the two single-story office buildings from the off-site alley.

Photo 5: Northwestern view of the two single-story office buildings from the south side of Wheeler Ave.

Photo 6: Northwestern view of the main parking lot and backside of the eight-story office building.

Photo Key

Attachment No. 3

Tentative Parcel Map

NOTES:

CONTACT INFORMATION

OWNER . . . . . PI PROPERTIES NO. 111, LLC
610 N. SANTA ANITAVE.
ARCADIA, CA 91006

SUBDIVIDER . . . . . ARCADIA APARTMENTS, LLC
ATTN: TODD PHILLIPS
5790 FLEET STREET, SUITE 140
CARLSBAD, CA 92008

SURVEYOR/ENGINEER. . . . . PSOMAS
ATTN: DAVID MARTIN
27220 TURNBERRY LANE, SUITE 190
VALENCIA, CA 91355
(661) 705-4439

EXISTING CONDITIONS:

PROJECT ADDRESS. . . . . 150 N SANTA ANITA AVE,
ARCADIA, CA 91006

APN: 5773-006-010
5773-006-036
5773-006-004
5773-006-005

FLOOD ZONE: . . . . . SUBJECT PROPERTY LIES OUTSIDE FLOOD ZONE AS SHOWN ON FLOOD INSURANCE RATE MAP COMMUNITY PANEL NO, 06037C1605F, DATED 9-28-2008, AS PUBLISHED BY FEDERAL EMERGENCY MANAGEMENT AGENCY.

EASEMENTS. . . . . THERE ARE PUBLIC EASEMENTS ON THE PROPERTY.
ALL TREES ARE TO BE REMOVED.

AREA: . . . . . BASED UPON RECORD BEARINGS AND DISTANCES AS SHOWN HEREON, THE AREA IS:

126,509 SQ. FT. = 2.9043 ACRES

TREES. . . . . THERE ARE NO PROTECTED TREES ON THE SUBJECT PROPERTY

STREET DESIGNATION. . . . . SANTA ANITA AVE - PRIMARY ARTERIAL
SANTA CLARA ST - ENHANCED COLLECTOR
WHEELER AVE - LOCAL ROAD

PLANNING AND ZONING INFORMATION:

GENERAL PLAN DESIGNATION: DOWNTOWN MIXED USE (DMU)

SPECIFIC PLAN AREA . . . . . NONE

EXISTING ZONING: . . . . . DMU (DOWNTOWN MIXED USE)
PROPOSED ZONING. . . . . DMU
BUILDING SETBACKS: . . . . . DMU
FRONT YARD: NONE (10 FEET MAXIMUM)
REAR YARD: NONE ABUTTING NON-RESIDENTIAL OR DOWNTOWN ZONE
15 FEET ABUTTING RESIDENTIAL ZONE
SIDE YARD (INTERIOR):
NONE ABUTTING NON-RESIDENTIAL OR DOWNTOWN ZONE
10 FEET ABUTTING RESIDENTIAL ZONE
SIDE YARD (STREET SIDE):
NONE (10 FT MAXIMUM)

HEIGHT. . . . . H-8 SPECIAL HEIGHT OVERLAY (EIGHT STORIES OR 95 FEET)

PROPOSED CONDITIONS:

THE PROJECT: . . . . . THE PROJECT CONSISTS OF FOUR (4) PARCELS BEING CONSOLIDATED AND THEN DIVIDED INTO TWO (2) LOTS. LOT 1 WILL CONSIST OF THE THREE (3) EXISTING COMMERCIAL BUILDINGS THAT WILL REMAIN, AND LOT 2 WILL CONSIST OF THE PROPOSED MULTI-STORY BUILDING FOR MULTI-USE AND PARKING

EXISTING STRUCTURES: . . . STRUCTURES ON LOT 2 TO BE REMOVED AND STRUCTURES ON LOT 1 TO REMAIN

PROPOSED UTILITIES: . . . . . SEWERAGE FOR THE PROPOSED MULTI-STORY BUILDING TO BE SERVED BY THE CITY OF ARCADIA SYSTEM FROM THE ALLEY TO THE EAST. EXISTING BUILDINGS ARE BEING SERVED BY THE CITY OF ARCADIA SEWER SYSTEM IN SANTA ANITA AVENUE. DRAINAGE PROVIDED BY THE CITY OF ARCADIA SYSTEMS ALONG WHEELER AND SANTA ANITA AVENUE.

LOT BREAKDOWN . . . . . LOT 1 - THREE (3) EXISTING COMMERCIAL BUILDINGS 35,609 SQ. FT.
LOT 2 - PROPOSED ONE (1) MIXED-USE MULTI-STORY BUILDING AND BASEMENT 92,901 SQ. FT.

EASEMENTS

EFFECT OF . . . . TAXES, ASSESSMENTS AND LIENS.
(1) (1a) (2)

EFFECT OF . . . . EASEMENT FOR TRANSPORTING VEHICLES, MACHINERY AND EQUIPMENT TO A SEWER MANHOLES LOCATED IN SAID ALLEY AND TO USE SAID VEHICLES, MACHINERY AND EQUIPMENT FOR CLEANING THE SEWER CONNECTED TO SAID MANHOLE AND INCIDENTAL PURPOSES RECORDED OCTOBER 6, 1971 AS INSTRUMENT NO. 204, BOOK D-5214, PAGE 876, O.R. PLOTTED HEREON.
(3)

EFFECT OF . . . . EASEMENT FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATIONS SYSTEMS AND INCIDENTAL PURPOSES RECORDED OCTOBER 6, 1971 AS INSTRUMENT NO. 2544, BOOK D-5215, PAGE 695, O.R. PLOTTED HEREON.
(4)

EFFECT OF . . . . TERMS, PROVISIONS AND EASEMENTS CONTAINED IN THE DOCUMENT ENTITLED "GRANT OF EASEMENT AND AGREEMENT FOR MAINTENANCE OF PARKING AREA" RECORDED DECEMBER 30, 1971 AS INSTRUMENT NO. 135 IN BOOK D-5303, PAGE 800, O.R.
(5)

EFFECT OF . . . . EASEMENT FOR MAINTENANCE AND INCIDENTAL PURPOSES RECORDED DECEMBER 5, 1972 AS INSTRUMENT NO. 149, O.R. PLOTTED HEREON.
(6)

EFFECT OF . . . . THE FACT THE LAND LIES WITHIN THE BOUNDARIES OF THE CENTRAL REDEVELOPMENT PROJECT AREA, AS DISCLOSED BY THE DOCUMENT RECORDED DECEMBER 28, 1973 AS INSTRUMENT NO. 4927, O.R.
(7)

EFFECT OF . . . . TERMS AND PROVISIONS OF AN UNRECORDED LEASE DATED UNDISCLOSED, RECORDED AUGUST 2, 1990 AS INSTRUMENT NO. 90-1341887, O.R.
(8)

EFFECT OF . . . . TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "ORDINANCE No. 2102" RECORDED JULY 8, 1999 AS INSTRUMENT NO. 99124421, O.R.
(9)

EFFECT OF . . . . TERMS, PROVISIONS AND EASEMENTS CONTAINED IN THE DOCUMENT ENTITLED "GRANT OF EASEMENT AND AGREEMENT FOR MAINTENANCE OF PARKING AREA" RECORDED NOVEMBER 24, 2004 AS INSTRUMENT NO. 04-3052910, O.R.
(10)

EFFECT OF . . . . A DOCUMENT BE RECORDED IN THE PUBLIC RECORDS CONVEYING OR OTHERWISE ELIMINATING ANY INTEREST OF VAHRAN TASHJIAN AS TRUSTEE UNDER THE DOCUMENT RECORDED DECEMBER 30, 2011 AS INSTRUMENT NO. 20111783935, O.R.
(11)

EFFECT OF . . . . A DEED OF TRUST TO SECURE AN ORIGINAL INDEBTEDNESS RECORDED JANUARY 12, 2018 AS INSTRUMENT NO. 20180039983, O.R.
(13)

EFFECT OF . . . . A FINANCING STATEMENT RECORDED JANUARY 12, 2018 AS INSTRUMENT NO. 20180039984, O.R.
(14)

EFFECT OF . . . . A DEED OF TRUST TO SECURE AN ORIGINAL INDEBTEDNESS RECORDED FEBRUARY 3, 2020 AS INSTRUMENT NO. 20200130024, O.R.
(15)

EFFECT OF . . . . A FINANCING STATEMENT RECORDED FEBRUARY 3, 2020 AS INSTRUMENT NO. 20200130892, O.R.
(16)

EFFECT OF . . . . WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.
(17)

EFFECT OF . . . . RIGHTS OF PARTIES IN POSSESSION..
(18)

EFFECT OF . . . . A DEED OF TRUST TO SECURE AN ORIGINAL INDEBTEDNESS RECORDED SEPTEMBER 21, 2006 AS INSTRUMENT NO. 2006-2102588, O.R.
(19)

EFFECT OF . . . . AN EASEMENT OR LESSER RIGHT AS DISCLOSED BY PRIOR TITLE EVIDENCE. PLOTTED HEREON. (NO REFERENCE DOCUMENT)
(20)

EFFECT OF . . . . AN ENCROACHMENT OF A CANOPY APPROXIMATELY 4 FEET ONTO THE STREET AFFECTS PARCEL D, AS DISCLOSED BY PRIOR TITLE EVIDENCE.
(21)

EFFECT OF . . . . EXISTENCE OF ANY UNRECORDED LIEN OR OTHER INDEBTEDNESS WHICH COULD GIVE RISE TO ANY SECURITY INTEREST IN THE SUBJECT PROPERTY. AFFECTS PARCEL C.
(22)

SHEET INDEX:

SHEET . . . . . 1 - COVER AND NOTES
2 - EXISTING CONDITIONS
3 - PROPOSED BOUNDARIES

CONTROL NOTES:

HORIZONTAL CONTROL :

THE COORDINATES AND BEARINGS SHOWN HEREON ARE BASED UPON THE CALIFORNIA COORDINATE SYSTEM OF 1983, CCS83, ZONE V, (2017,50) IN ACCORDANCE WITH THE CALIFORNIA PUBLIC RESOURCES CODE SECTIONS 8801-8819; SAID COORDINATES AND BEARINGS ARE BASED LOCALLY UPON FIELD-OBSERVED TIES TO THE FOLLOWING CALIFORNIA SPATIAL REFERENCE NETWORK, OR EQUIVALENT STATIONS:

LONG	34-06-42,842832	118-00-12,291218	74,2871	CTS /CORS
CIT1	34-08-12,155188	118-07-38,240812	584,4096	CTS /CORS
WNRA	34-02-35,659883	118-03-33,341627	40,1134	CTS /CORS
GVRS	34-02-50,81245	118-06-46,431683	154,4969	CTS /CORS

VERTICAL CONTROL :

VERTICAL VALUES SHOWN HEREON ARE BASED UPON NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) UTILIZING COUNTY OF LOS ANGELES BENCHMARKS LISTED BELOW:

BENCHMARK NUMBER : HG4574

DESCRIPTION: DPW BM TAG IN S END C.B. 20FT N/O BCR @ NE COR FOOTHILL BLVD & SANTA ANITA AVENUE.

ELEVATION : 547.002 FEET
QUAD YEAR : 2013

BENCHMARK NUMBER : 1G5421

DESCRIPTION: LACO BM TAG IN N CB FOOTHILL BLVD & 32.8FT E/O C/L PROD NORTH VIEW AVENUE.

ELEVATION : 547.750 FEET
QUAD YEAR : 2013

LEGAL DESCRIPTION:

REAL PROPERTY IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL A:

LOTS 27 AND 28 IN BLOCK 76 OF A PART OF ARCADIA SANTA ANITA TRACT, IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 15 PAGE(S) 89 AND 90 INCLUSIVE OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN : 5773-006-010

PARCEL B:

PARCEL 2 OF PARCEL MAP 2415, IN THE CITY OF ARCADIA, AS PER MAP RECORDED IN BOOK 34, PAGE(S) 64 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY, CALIFORNIA.

EXCEPT THEREFROM THAT PORTION OF SAID PARCEL 2, INCLUDED WITHIN THE LAND AS DESCRIBED IN PARCEL 2 IN THE DEED TO THE CITY OF ARCADIA, RECORDED NOVEMBER 17, 1971, AS INSTRUMENT NO. 2021, IN BOOK D - 5260, PAGE 214 , OF OFFICIAL RECORDS OF SAID COUNTY.

APN : 5773-006-036

PARCEL C:

LOT 8 IN BLOCK 76 OF ARCADIA SAN TA ANITA TRACT, IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 15 PAGES 89 AND 90 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

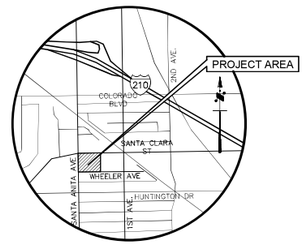
APN : 5773-006-005

PARCEL D:

LOT 7 IN BLOCK 76 OF ARCADIA SANTA ANITA TRACT, IN THE CITY OF ARCADIA , COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 15 PAGES 89 AND 90 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN : 5773-006-004

UTILITY PROVIDERS	
UTILITY	SERVICE BY
POWER	SOUTHERN CALIFORNIA EDISON (SCE)
GAS	SOCAL GAS
TELECOMMUNICATIONS	AT&T
	VERIZON
	TIME WARNER CABLE
	SPECTRUM
	CHAMPION BROADBAND
WATER	CITY OF ARCADIA
WASTEWATER	CITY OF ARCADIA
	LOS ANGELES COUNTY SANITATION DISTRICT
SOLID WASTE DISPOSAL	WASTE MANAGEMENT
	LOS ANGELES COUNTY SANITATION DISTRICT



VICINITY MAP
NOT TO SCALE

LEGEND

PROPERTY / BOUNDARY LINE
STREET R/W LINE
CURB LINE (FROM 1"=20' ON TO 1"=200')
CURB LINE (1"=10', 1"=8', 1"=16')
CENTER LINE
FLOW LINE
LOT LINE / PARCEL LINE
EASEMENT LINE (W=WIDTH)
CONTOUR LINE (APPROXIMATE)
BUILDING FOOT PRINT LINE
OVERHANG LINE
CHAINLINK (CHLK) FENCE LINE
BARBWIRE FENCE LINE
WOODEN (WDN) FENCE LINE
WROUGHT IRON (WI) FENCE LINE
RETAINING (RET) / SCREEN WALL (AS NOTED)
GUARD RAIL
EDGE OF ASPHALT PAVING
ASPH ASPHALT PAVING
CONC CONCRETE PAVING
AD AREA DRAIN
CATCH BASIN W/ACCESS HOLE
CM/EM/HM/FM/HM/HO COMMUNICATION/ELECTRICAL/FIBER OPTIC/GAS MANHOLE
SM/HS/DM/HJM/HW/WM/HO SEWER/STORMDRAIN/UNKNOWN/WATER MANHOLE
CP/PP/UP COMMUNICATION/POWER/UTILITY POLE
CPC/PPC/UPC COMMUNICATION/POWER/UTILITY POLE AND CONDUIT
S SIGN (ALL KINDS)
GUY ANCHOR
GUY POLE
STREET LIGHT
STREET LIGHT W/ARM
STREET LIGHT W/ARM ON POWER POLE
TRAFFIC SIGNAL W/ARM
TRAFFIC SIGNAL W/STREET LIGHT
TRAFFIC SIGNAL
PED TS PEDESTRIAN TRAFFIC SIGNAL
PEDESTRIAN CROSSING PUSH BUTTON
YARD LIGHT
GARDEN LIGHT
PARKING LIGHT
FIRE HYDRANT
DS DOWNSPOUT
FDC FIRE DEPARTMENT CONNECTION
PIV POST INDICATOR VALVE
DIRECTION OF WATER DRAINAGE FLOW
PM PARKING METER
EM/GM/UMMM ELECTRICAL/GAS/UNKNOWN/WATER METER
AV/GW/PV/PU/UVMV AR/GAS/IRRIGATION/PETROLEUM/UNKNOWN/WATER VALVE
CIE/FO VLT COMMUNICATION/ELECTRICAL/FIBER OPTIC VAULT
GB/UW VLT GAS/IRRIGATION/UNKNOWN/WATER VAULT
CIE/G RISR COMMUNICATION/ELECTRICAL/GAS RISER
PU/W RISR PETROLEUM/UNKNOWN/WATER RISER
CIE/BTS PNL COMMUNICATION/ELECTRICAL/IRRIGATION/TRAFFIC SIGNAL PANEL
CIE/UTS CAB COMMUNICATION/ELECTRICAL/UNKNOWN/TRAFFIC SIGNAL CABINET
CP/BEP/BFP/OPB COMMUNICATION/ELECTRICAL/FIBER OPTIC PULL BOX
SL/PB/TSPB/UPB STREET LIGHT/TRAFFIC/UNKNOWN PULL BOX
G/IU BOX GAS/IRRIGATION/UNKNOWN BOX
A/C/E/F STRU AR/COMMUNICATION/ELECTRICAL/FIRE STRUCTURE
G/IP/SS STRU GAS/IRRIGATION/PETROLEUM/SANITARY SEWER STRUCTURE
SD/SL/UW STRU STORM DRAIN/STREET LIGHT/UNKNOWN/WATER STRUCTURE
A/C/E PMRK AR/COMMUNICATION/ELECTRICAL PAINT MARK
G/P/SS PMRK GAS/IRRIGATION/SANITARY SEWER PAINT MARK
SD/UW PMRK STORM DRAIN/UNKNOWN/WATER PAINT MARK
COMP/HC/STD COMPACT/HANDYCAP/STANDARD PARKING STALL
DI DRAIN INLET
EVERGREEN TREE W/TRUNK DIAMETER
PALM TREE W/TRUNK DIAMETER
DECIDUOUS TREE W/ WELL W/TRUNK DIAMETER
PL PLANTER
GP GUARD POST
APPR APPROACH
DRWY DRIVEWAY
R/R RAILROAD
BFP BACKFLOW PREVENTER
CO CLEAN OUT
LOCATION OF BUILDING HEIGHT MEASUREMENTS
OVHG OVERHANG
UNDR UNDERGROUND
TRANS TRANSFORMER
IRH IRRIGATION SPRINKLER HEAD
SEC/TRAF CAM SECURITY/TRAFFIC CAMERA
FIRE DEPARTMENT CONNECTION
C/L STREET CENTERLINE/CONTROL LINE
P/L PROPERTY LINE
(123.45) TOPOGRAPHIC SPOT ELEVATION, NO LEADER
B/W BACK OF WALK ELEVATION
EC EDGE OF CONCRETE ELEVATION
EG EDGE OF GUTTER ELEVATION
EP EDGE OF PAVEMENT ELEVATION
FL FLOW LINE ELEVATION
INV PIPE INVERT ELEVATION
RIM MANHOLE RIM ELEVATION
TB TOP OF BERM ELEVATION
TC TOP OF CURB ELEVATION
TF TOP OF FOOTING ELEVATION
TG TOP OF GRATE ELEVATION
TW TOP OF WALL ELEVATION
(2) RECORD LOT / PARCEL NUMBER
(100.00') RECORD DIMENSION OR BEARING IF DIFFERENT THAN MEASURED
/F IMPROVEMENT FACE
/E IMPROVEMENT EDGE
/Ed IMPROVEMENT END
N/E/S/W NORTH/EAST/SOUTH/WEST LOCATION OF IMPROVEMENT W/ RESPECT TO REFERENCE NORTH AND PROPERTY LINE.
NAME ADJACENT PROPERTY OWNER

COVER AND NOTES

REV	DATE	DESCRIPTION	BY	APP'D

PSOMAS
27220 TURNBERRY LANE,
SUITE 190
VALENCIA, CA 91355
661.219.6000

9/24/2021
DAVID MARTIN RCE 74143 DATE

REGISTERED PROFESSIONAL ENGINEER — DAVID S. MARTIN — No. C 74143 — Exp. 06-30-2023 — CIVIL — STATE OF CALIFORNIA

BENCHMARK:
SEE VERTICAL CONTROL NOTES ON SHEET 1

ELEVATION _____ ADJUSTMENT _____

PI PROPERTIES NO. 111, LLC

TENTATIVE PARCEL MAP NO. 083499

150 N SANTA ANITA AVE
ARCADIA, CA 91006

DRAWN BY : LI
DESIGNED BY :
CHECKED BY : DM
DATE : 12/3
SCALE :

SHEET 1 OF 3

PROJECT NO. 1ARC040100

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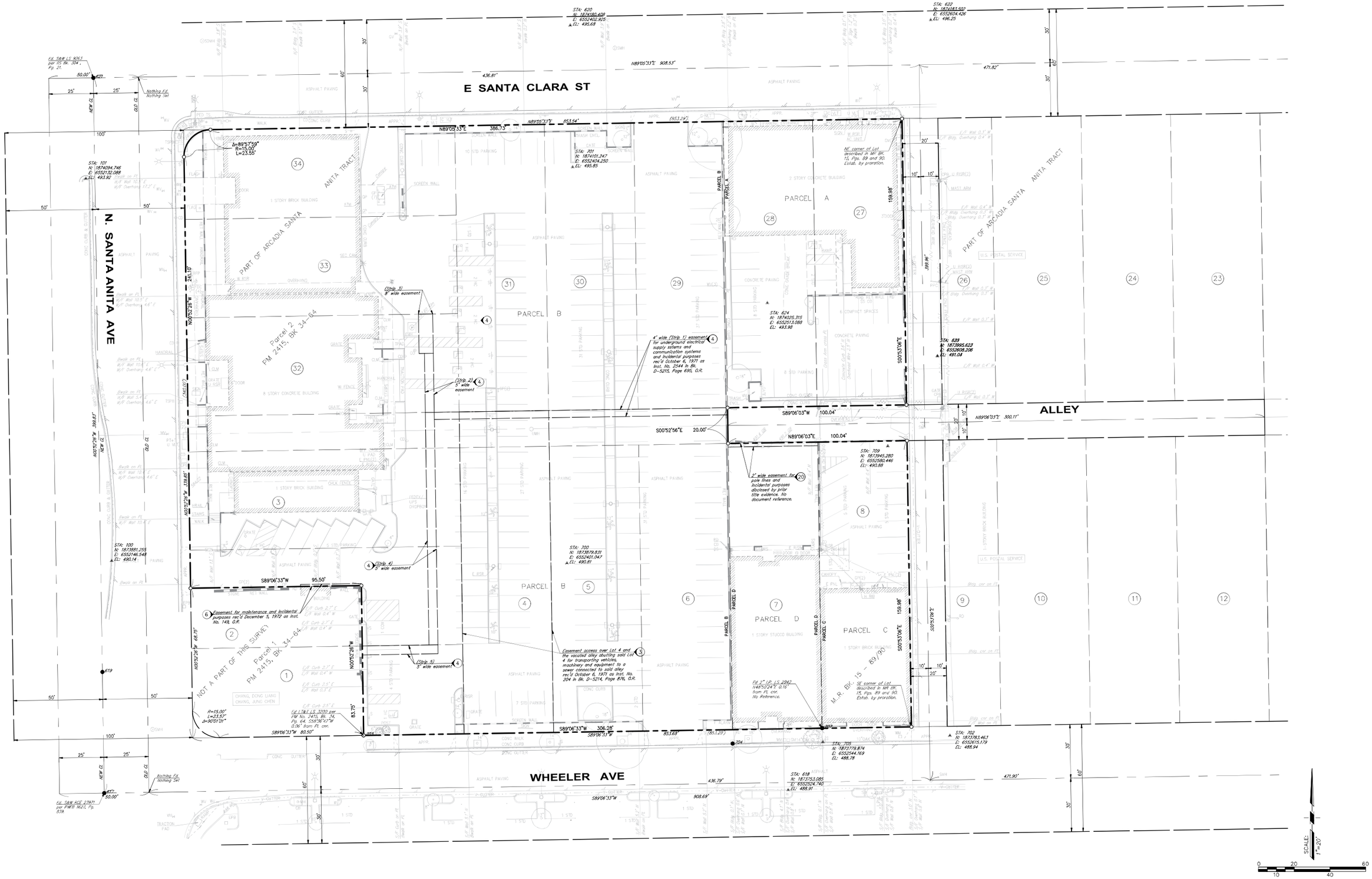

EXISTING CONDITIONS

REV	DATE	DESCRIPTION	BY	APP'D

PSOMAS
27220 TURNBERRY LANE, SUITE 190
VALENCIA, CA 91355
661.219.6000

DAVID MARTIN RCE 74143 — 9/24/2021 DATE

REGISTERED PROFESSIONAL ENGINEER — DAVID S. MARTIN — No. C 74143 — Exp. 06-30-2023 — CIVIL — STATE OF CALIFORNIA

BENCHMARK: SEE VERTICAL CONTROL NOTES ON SHEET 1

ELEVATION _____ ADJUSTMENT _____

PI PROPERTIES NO. 111, LLC

TENTATIVE PARCEL MAP NO. 083499

150 N SANTA ANITA AVE
ARCADIA, CA 91006

DRAWN BY :	LI
DESIGNED BY :	
CHECKED BY :	DM
DATE :	9/24/21
SCALE :	

SHEET 2 OF 3

PROJECT NO. 1ARC040100

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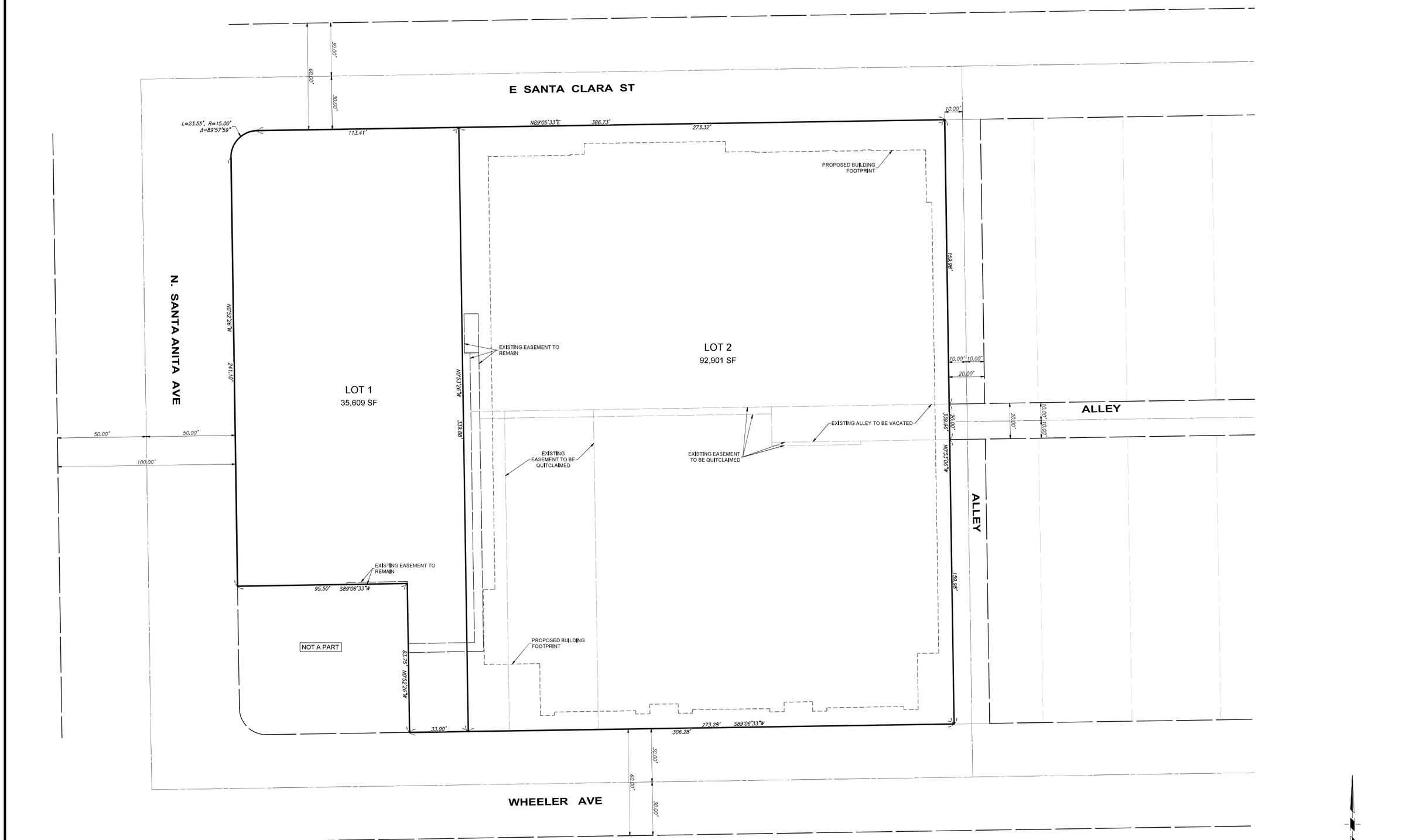


PROPOSED BOUNDARIES

REV	DATE	DESCRIPTION	BY	APP'D
△				

PSOMAS
27220 TURNBERRY LANE,
SUITE 190
VALENCIA, CA 91355
661.219.6000

DAVID MARTIN RCE 74143 9/24/2021 DATE

REGISTERED PROFESSIONAL ENGINEER
DAVID S. MARTIN
No. C 74143
Exp. 06-30-2023
CIVIL
STATE OF CALIFORNIA

BENCHMARK:
SEE VERTICAL CONTROL NOTES ON SHEET 1

ELEVATION _____ ADJUSTMENT _____

PI PROPERTIES NO. 111, LLC

TENTATIVE PARCEL MAP NO. 083499

150 N SANTA ANITA AVE
ARCADIA, CA 91006

DRAWN BY :	LI
DESIGNED BY :	
CHECKED BY :	DM
DATE :	
SCALE :	

SHEET 3 OF 3

PROJECT NO. 1ARC040100

V:\1ARC\040100\ENGR\SHEETS\TTM\03 PROP.dwg 9/24/21 13:59

Attachment No. 4

Architectural Plans and Renderings

ENTITLEMENT RESUBMITTAL #2

ALEXAN ARCADIA

MIXED-USE/MULTI-FAMILY HOUSING PROJECT

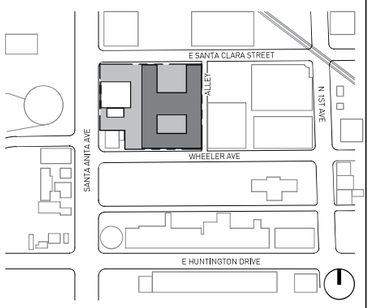
150 N. SANTA ANITA AVE.
ARCADIA CA 91006

A PROJECT FOR:
ARCADIA APARTMENTS, LLC

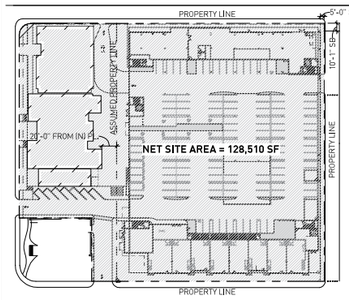
studioneleven

245 East Third Street
Long Beach, Ca 90802
t 562.901.1500
studio-111.com

VICINITY PLAN



ZONING



PROJECT DESCRIPTION

THE PROJECT IS A MIXED-USE DEVELOPMENT CONSISTING OF 319 APARTMENT UNITS, VARIOUS RESIDENT AMENITIES, AND LIVE-WORK UNITS ALL LOCATED WITHIN FIVE-STORIES OF TYPE IIIA CONSTRUCTION OVER TWO STORIES OF TYPE IA CONSTRUCTION, THE MIXED-USE COMPONENT IS COMPRISED OF THE AFOREMENTIONED LIVE-WORK UNITS LOCATED ON THE GROUND FLOOR OF THE SOUTH FACING BUILDING STREET FRONTAGE, AND ALSO INCLUDES THE EXISTING 8-STORY COMMERCIAL OFFICE BUILDING LOCATED ON THE WEST PORTION OF THE SITE (NOT A PART OF THIS SCOPE OF WORK) WHICH WILL BE LINKED TO THE PROPOSED DEVELOPMENT WITH A NEW LANDSCAPED COURTYARD PASEO. RESIDENTIAL TENANT AMENITIES INCLUDE: GROUND FLOOR FITNESS CENTER AND LOUNGE AREA, LANDSCAPED PODIUM COURTYARDS (INCLUDING A RESIDENT COMMUNITY ROOM LINKED TO THE POOL AND SPA DECK, ROOFTOP RESIDENT COMMUNITY ROOM WITH ROOF DECK, AND BICYCLE STORAGE AND WORK AREA.

THE PROJECT WILL INCLUDE 11% AFFORDABLE VERY LOW INCOME RESIDENTIAL UNITS DISPERSED AMONGST THE DEVELOPMENT

LEGAL DESCRIPTION

PARCEL A:
lots 27 & 28 IN BLOCK 76 OF A PART OF ARCADIA SANTA ANITA TRACT, IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 15 PAGE(S) 89 & 90 INCLUSIVE OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. *APN: 5773-026-010*

PARCEL B:
PARCEL 2 OF PARCEL MAP 2415, IN THE CITY OF ARCADIA, AS PER MAP RECORDED IN BOOK 34 PAGE(S) 64 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY, CALIFORNIA.

EXCEPT THEREFROM THAT PORTION OF SAID PARCEL 2, INCLUDED WITHIN THE LAND AS DESCRIBED IN PARCEL 2 IN THE DEED TO THE CITY OF ARCADIA, RECORDED NOVEMBER 17, 1971, AS INSTRUMENT NO. 2021, IN BOOK D - 9260, PAGE 214, OF OFFICIAL RECORDS OF SAID COUNTY. *APN: 5773-026-036*

PARCEL C:
LOT 8 IN BLOCK 76 OF ARCADIA SANTA ANITA TRACT, IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 15 PAGES 89 & 90 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. *APN: 5773-026-035*

PARCEL D:
LOT 7 IN BLOCK 76 OF ARCADIA SANTA ANITA TRACT, IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 15 PAGES 89 & 90 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. *APN: 5773-026-034*

PARKING SUMMARY

EXISTING NON-RESIDENTIAL TO BE REPLACED		
	OFFICE / BANK	143 SPACES
	MEDICAL OFFICE	40 SPACES
TOTAL EXISTING NON-RESIDENTIAL PARKING TO BE REPLACED		**183 SPACES***
**INCLUDES 6 SURFACE LEVEL SPACES TO REMAIN ON EXISTING OFFICE SITE*		
REQUIRED ACCESSIBLE (PER CBC 11B-208.2)		**6**
	VAN (9'-0" x 18'-0") - 96" ACCESS	1
	STANDARD (9'-0" x 18'-0") - 60" ACCESS	5
REQUIRED CLEAN AIR (PER TABLE 5.106.5.2)		**16**
	ECVS VAN (12'-0" x 18'-0") - 60" ACCESS	1
	ECVS STANDARD (9'-0" x 18'-0")	10
	CLEAN AIR STANDARD (9'-0" x 18'-0")	5
REQUIRED RESIDENTIAL		
	319 UNITS (.5 SPACES / UNIT REQUIRED)**	160 SPACES
TOTAL REQUIRED RESIDENTIAL PARKING		**160 SPACES**
	OWNER PROVIDED CONVENIENCE STALLS	208 SPACES
TOTAL RESIDENTIAL PARKING		**368 SPACES**
REQUIRED ACCESSIBLE (PER 1109A.4 & 1109A.8.6 - 2%)		**8**
	VAN (9'-0" x 18'-0") - 96" ACCESS	1
	STANDARD (9'-0" x 18'-0") - 60" ACCESS	7
REQUIRED ECVS (PER CGB 4.106.4.2 & 4.106.4.2.2 - 10%)		**35**
	ECVS VAN (9'-0" x 18'-0") - 96" ACCESS	2
	ECVS STANDARD (9'-0" x 18'-0")	33
TOTAL PARKING		**551 SPACES**

PROVIDED PARKING

STALL TYPE	SPACES	PERCENTAGE
LEVEL P2		
STANDARD	98	18%
LEVEL P1		
STANDARD	191	35%
LEVEL 1		
STANDARD	109	20%
ACCESSIBLE STANDARD	5	1%
ACCESSIBLE VAN	2	0.2%
ECVS STANDARD	8	2%
ECVS VAN	1	0.2%
CLEAN AIR STANDARD	6	1%
LEVEL 2		
STANDARD	88	16%
ACCESSIBLE STANDARD	6	1%
ACCESSIBLE VAN	1	0.2%
ECVS STANDARD	34	6%
ECVS VAN	2	0.3%
TOTAL PROPOSED PARKING	**551**	

PROVIDED PARKING SUMMARY BY TYPE STALL TYPE	SPACES	PERCENTAGE
STANDARD	**486**	**88%**
ACCESSIBLE STANDARD	**11**	**2%**
ACCESSIBLE VAN	**3**	**0.5%**
ECVS STANDARD	**42**	**8%**
ECVS VAN	**3**	**0.5%**
CLEAN AIR STANDARD	**6**	**1%**
	551	

***NOTE: NO LOADING SPACES ARE REQUIRED AND NONE WILL BE PROVIDED**

****NOTE: ARCADIA DEVELOPMENT CODE GENERALLY REQUIRES 1.5 SPACES PER UNIT AND 1 GUEST SPACE FOR EVERY 3 UNITS. (AMC, § 9 103.07.050, TABLE 3-3.) HOWEVER, AB 2345 AMENDED THE DENSITY BONUS LAW TO PROVIDE THAT A CITY MAY NOT REQUIRE MORE THAN 0.5 SPACES PER UNIT, INCLUDING GUEST AND DISABILITY PARKING, FOR A DEVELOPMENT THAT INCLUDES AT LEAST 11% VERY LOW INCOME UNITS, IS WITHIN ONE-HALF MILE FROM A MAJOR TRANSIT STOP, AND HAS UNOBSTRUCTED ACCESS TO THAT TRANSIT STOP. (GOV CODE, § 65915, SUBD. (P)(1)(C)(2).) ACCORDINGLY, GIVEN THE PROJECT'S PROVISION OF AFFORDABLE HOUSING AND PROXIMITY TO A MAJOR TRANSIT STOP, FOR 319 UNITS, THE REQUIRED RESIDENTIAL PARKING IS 160 SPACES. IN ADDITION TO THE 160 REQUIRED SPACES, THE APPLICANT WILL PROVIDE AN ADDITIONAL 193 SPACES FOR A TOTAL OF 353 SPACES. OF THOSE 353 RESIDENTIAL PARKING SPACES, STATE AND LOCAL CODES REQUIRE THAT 6 BE ACCESSIBLE SPACES AND 2 BE VAN ACCESSIBLE SPACES (CAL. BUILD. CODE, §§ 11B-208.2, 11B-208.2.4) AND 35 BE ELECTRIC VEHICLE SPACES (CAL. GREEN BUILD. CODE, § 4.106.4.2).**

OPEN SPACE SUMMARY

OPEN SPACE REQUIRED		
TOTAL OPEN SPACE REQUIRED PER AMC 9102.05.030, TABLE 2-11		
		REQ'D OPEN SPACE SF
TOTAL UNITS 319	100 SF PER UNIT	31,900 SF

OPEN SPACE PROVIDED	
OPEN SPACE TYPE	PROVIDED OPEN SPACE AREA
INTERIOR COURTYARD	5,845 SF
POOL COURTYARD	10,862 SF
PRIVATE BALCONY	23,957 SF
ROOF DECK	691 SF
	41,354 SF

OPEN SPACE PROVIDED	
	PROVIDED OPEN SPACE AREA
PRIVATE OPEN SPACE (PRIVATE BALCONIES)	23,957 SF
PUBLIC OPEN SPACE (COURTYARDS AND ROOF DECK)	17,398 SF
	41,355 SF

PROJECT SUMMARY

PROJECT DESCRIPTION

GROSS LOT AREA	128,510 SF | **2.950 AC**		
FAR	EXISTING OFFICE BUILDING	0.65	
	LIVE/WORK UNITS	0.12	
	TOTAL	0.77	
CURRENT ZONING	CENTRAL BUSINESS DISTRICT (CBD), DOWNTOWN MIXED USE (DMU)		
TOTAL RESIDENTIAL UNITS	319 UNITS		
BASE DENSITY	80 DU/AC MAX		
BASE UNIT COUNT BEFORE (SB1818) ROUNDED DOWN	236 UNITS		
SB1818 BONUS DENSITY (ROUNDED UP)	**35%**	**319 UNITS**	**(108 DU/AC)**
MARKET RATE UNIT COUNT	*293 UNITS*		
AFFORDABLE UNIT COUNT	11% VLI = *26 UNITS*		
STORIES ABOVE GRADE	7 LEVELS		
STORIES BELOW GRADE	1.5 LEVELS SUB-T PARKING		
MAXIMUM BLDG. HEIGHT	85'-0"		
MINIMUM REQUIRED BUILDING SETBACKS	FRONT	ALONG SANTA CLARA	10' + 1'
	SIDE EAST	ALONG ALLEY	5'-0"
	SIDE WEST	ALONG PASEO	0'-0"
	REAR	ALONG WHEELER	0' - 0"

BUILDING DESCRIPTION

TYPE OF CONSTRUCTION	5 STORIES OF TYPE IIIA OVER 2 STORIES OF TYPE IA WITH 1.5 LEVELS OF SUB-T

BIKE PARKING SUMMARY

BIKE PARKING SUMMARY		
TOTAL BIKE PARKING REQUIRED PER AMC 9103.07.150		
RESIDENTIAL BIKE PARKING REQUIRED		
TOTAL UNITS 319	0.2 SF PER UNIT	64 BIKE STALLS
NON-RESIDENTIAL BIKE PARKING REQUIRED		
OFFICE SHORT TERM PARKING	5% OF 171 OFFICE PARKING	9 BIKE STALLS
OFFICE LONG TERM PARKING	5% OF 171 OFFICE PARKING	9 BIKE STALLS
TOTAL PARKING REQUIRED		**82 BIKE STALLS**
TOTAL PARKING PROVIDED		**82 BIKE STALLS**

RESIDENTIAL UNIT SUMMARY

UNIT SUMMARY BY TYPE

UNIT TYPE	DESCRIPTION	QTY	PERCENTAGE	AVG UNIT GROSS LEASABLE SF	TOTAL SF
A1	STUDIO	22	6.9%	554	12188
A2	STUDIO	22	6.9%	554	12188
A3	STUDIO	20	6.3%	508	10160
B1a	1 BED / 1 BA	36	11.3%	776	27936
B1b	1 BED / 1 BA	10	3.1%	827	8270
B1c	1 BED / 1 BA	10	3.1%	738	7380
B1d	1 BED / 1 BA	2	0.6%	815	1630
B1e	1 BED / 1 BA	6	1.9%	799	4794
B2	1 BED / 1 BA	60	18.8%	708	42480
B3	1 BED / 1 BA	20	6.3%	784	15680
B4a	1 BED / 1 BA	20	6.3%	696	13920
B4b	1 BED / 1 BA	4	1.3%	729	2916
C1a	2 BED / 2 BA	21	6.6%	1131	23751
C1b	2 BED / 2 BA	5	1.6%	1182	5910
C1c	2 BED / 2 BA	20	6.3%	1091	21820
C2	2 BED / 2 BA	10	3.1%	1318	13180
C3	2 BED / 2 BA	10	3.1%	1162	11620
C4	2 BED / 2 BA	4	1.3%	1382	5528
C5	2 BED / 2 BA	4	1.3%	1279	5116
C6	2 BED / 2 BA	5	1.6%	1202	6010
LW-1	LIVE-WORK LOFT	5	1.6%	**841**	9290
LW-1b	LIVE-WORK LOFT	1	0.3%	2447	2447
LW-2	LIVE-WORK LOFT	2	0.6%	1704	3408
		319	**100.0%**		**267622**

RESIDENTIAL UNIT BREAKDOWN

TOTAL UNIT COUNT		
NO. OF BEDROOMS PER UNIT	QTY	PERCENTAGE
LIVE-WORK LOFT	8	2.5%
ONE BEDROOM	168	52.7%
STUDIO	64	20.1%
TWO BEDROOM	79	24.8%
	319	100.0%

GROSS BUILDING AREA SUMMARY

GROSS BUILDING SF EFFICIENCY		
GROSS FLOOR AREA BUILDING	GROSS UNIT AREA	EFFICIENCY
350,875 SF	267,622 SF	76.2%

UNIT AREAS CALCULATED AS GROSS LEASABLE WHICH IS MEASURED TO OUTSIDE FACE OF EXTERIOR WALLS, CENTERLINE OF UNIT DEMISING WALLS AND CORRIDOR FINISH FACE OF CORRIDOR WALLS AND INCLUDES MEZZANINE AND LOFTS. IT EXCLUDES ALL UNIT BALCONIES, DECKS AND PATIOS

GROSS FLOOR AREA IS CALCULATED TO OUTSIDE FACE OF ALL EXTERIOR WALLS AND INCLUDES ALL CONDITIONED FLOOR AREA INCLUDING ELEVATOR CORES, STAIR CORES, AND CORRIDORS. IT EXCLUDES ALL GARAGE AREAS, COURTYARD AREAS, SHAFTS, AND UNIT BALCONIES

AFFORDABLE UNIT MATRIX

	Mezz. Level	2nd Level	3rd Level	4th Level	5th Level	6th Level	7th Level	Total
A3 Unit Type	2	2	1	1				6
B4a Unit Type			2	2	2	2	2	10
B2 Unit Type			2	2	2	2	2	10
	2	2	5	5	4	4	4	26

NOTE: REFER TO FLOOR PLANS FOR SPECIFIC LOCATION OF AFFORDABLE UNITS

RESIDENTIAL UNIT TYPE BY LEVEL

UNIT TYPE SCHEDULE BY LEVEL				
UNIT TYPE	QTY	PERCENTAGE	AVG UNIT GROSS LEASABLE SF	TOTAL SF PER UNIT TYPE
GROUND LEVEL				
LW-1	5	2%	1858	9290
LW-1b	1	0%	2447	2447
LW-2	2	1%	1704	3408
	8	**3%**		**15145**
LEVEL MEZZ.				
A3	2	1%	508	1016
	2	**1%**		**1016**
LEVEL 2				
A3	2	1%	508	1016
B1d	2	1%	815	1630
B1e	6	2%	799	4794
	10	**3%**		**7440**
LEVEL 3				
A1	2	1%	554	1108
A2	2	1%	554	1108
A3	4	1%	508	2032
B1a	8	3%	776	6208
B1b	2	1%	827	1654
B1c	2	1%	738	1476
B2	12	4%	708	8496
B3	4	1%	784	3136
B4a	4	1%	696	2784
B4b	1	0%	729	729
C1a	4	1%	1131	4524
C1b	1	0%	1182	1182
C1c	4	1%	1091	4364
C2	2	1%	1318	2636
C3	2	1%	1162	2324
C4	1	0%	1382	1382
C5	1	0%	1279	1279
C6	1	0%	1202	1202
	57	**18%**		**47624**
LEVEL 4				
A1	5	2%	554	2770
A2	5	2%	554	2770
A3	3	1%	508	1524
B1a	7	2%	776	5432
B1b	2	1%	827	1654
B1c	2	1%	738	1476
B2	12	4%	708	8496
B3	4	1%	784	3136
B4a	4	1%	696	2784
B4b	1	0%	729	729
C1a	4	1%	1131	4524
C1b	1	0%	1182	1182
C1c	4	1%	1091	4364
C2	2	1%	1318	2636
C3	2	1%	1162	2324
C4	1	0%	1382	1382
C5	1	0%	1279	1279
C6	1	0%	1202	1202
	61	**19%**		**49664**
LEVEL 5				
A1	5	2%	554	2770
A2	5	2%	554	2770
A3	3	1%	508	1524

UNIT TYPE SCHEDULE BY LEVEL				
UNIT TYPE	QTY	PERCENTAGE	AVG UNIT GROSS LEASABLE SF	TOTAL SF PER UNIT TYPE
B1a	7	2%	776	5432
B1b	2	1%	827	1654
B1c	2	1%	738	1476
B2	12	4%	708	8496
B3	4	1%	784	3136
B4a	4	1%	696	2784
B4b	1	0%	729	729
C1a	4	1%	1131	4524
C1b	1	0%	1182	1182
C1c	4	1%	1091	4364
C2	2	1%	1318	2636
C3	2	1%	1162	2324
C4	1	0%	1382	1382
C5	1	0%	1279	1279
C6	1	0%	1202	1202
	61	**19%**		**49664**
LEVEL 6				
A1	5	2%	554	2770
A2	5	2%	554	2770
A3	3	1%	508	1524
B1a	7	2%	776	5432
B1b	2	1%	827	1654
B1c	2	1%	738	1476
B2	12	4%	708	8496
B3	4	1%	784	3136
B4a	4	1%	696	2784
B4b	1	0%	729	729
C1a	4	1%	1131	4524
C1b	1	0%	1182	1182
C1c	4	1%	1091	4364
C2	2	1%	1318	2636
C3	2	1%	1162	2324
C4	1	0%	1382	1382
C5	1	0%	1279	1279
C6	1	0%	1202	1202
	61	**19%**		**49664**
LEVEL 7				
A1	5	2%	554	2770
A2	5	2%	554	2770
A3	3	1%	508	1524
B1a	7	2%	776	5432
B1b	2	1%	827	1654
B1c	2	1%	738	1476
B2	12	4%	708	8496
B3	4	1%	784	3136
B4a	4	1%	696	2784
C1a	5	2%	1131	5655
C1b	1	0%	1182	1182
C1c	4	1%	1091	4364
C2	2	1%	1318	2636
C3	2	1%	1162	2324
C4	1	0%	1202	1202
	59	**18%**		**47405**
	319	**100%**		**267622**

ALEXAN ARCADIA
MIXED-USE/MULTI-FAMILY HOUSING PROJECT
150 N. SANTA ANITA AVE.
ARCADIA CA 91006

REVISIONS

△ ISSUE	DATE

PROJECT NUMBER: 20-301

TITLE SHEET

127 A0.00.

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SHEET INDEX

NUMBER	NAME	ISSUE AND REVISIONS 09/22/21 ENTITLEMENT	07/26/21 ENTITLEMENT RESUB.	09/22/21 ENTITLEMENT RESUB.
GENERAL				
A0.00.	TITLE SHEET	●	●	●
A0.50	SURVEY		●	●
A0.51.	SURVEY	●	●	●
A0.52	SURVEY	●	●	●
A0.53.	SITE PLAN	●	●	●
ARCHITECTURAL				
A1.01.	FLOOR PLAN - LEVEL 1	●	●	●
A1.01M.	FLOOR PLAN - LEVEL MEZZ	●	●	●
A1.02.	FLOOR PLAN - LEVEL 2	●	●	●
A1.03.	FLOOR PLAN - LEVEL 3	●	●	●
A1.04.	FLOOR PLAN - LEVEL 4	●	●	●
A1.05.	FLOOR PLAN - LEVEL 5	●	●	●
A1.06.	FLOOR PLAN - LEVEL 6	●	●	●
A1.07.	FLOOR PLAN - LEVEL 7	●	●	●
A1.08.	ROOF PLAN	●	●	●
A1.P1.	FLOOR PLAN - LEVEL P1	●	●	●
A1.P2.	FLOOR PLAN - LEVEL P2	●	●	●
A3.01.	EXTERIOR ELEVATIONS	●	●	●
A3.02.	EXTERIOR ELEVATIONS	●	●	●
A4.01.	SECTIONS - BUILDING	●	●	●
A6.01.	ENLARGED PLANS	●	●	●
A6.02.	ENLARGED PLANS	●	●	●
A6.03.	ENLARGED PLANS	●	●	●
A6.04.	ENLARGED PLANS	●	●	●
A6.05.	ENLARGED PLANS	●	●	●
A6.06.	ENLARGED PLANS	●	●	●
A7.01	EXTERIOR RENDERINGS	●	●	●
A7.02	EXTERIOR RENDERINGS	●	●	●
A7.03	EXTERIOR RENDERINGS	●	●	●
A7.04	EXTERIOR RENDERINGS		●	●
A7.05	LIVE/WORK RENDERINGS	●	●	●
A7.06	LIVE/WORK RENDERINGS	●	●	●
A7.07	MATERIAL COLOR BOARD		●	●
LANDSCAPE				
L0.01	CONCEPT NARRATIVE	●	●	●
L0.02	CONCEPT DIAGRAM	●	●	●
L0.03	CONCEPT IMAGERY	●	●	●
L0.04	CONCEPT IMAGERY	●	●	●
L1.00	SITE PLAN	●	●	●
L1.01	OVERALL GROUND LEVEL PLAN	●	●	●
L1.02	ENLARGEMENT - GROUND LEVEL - PASEO & SANTA CLARA STREET	●	●	●
L1.03	ENLARGEMENT - GROUND LEVEL - WHEELER AVE & ACCESS ALLEY	●	●	●
L1.04	ENLARGEMENT - LEVEL 3 - NORTH AND SOUTH COURTYARDS	●	●	●
L1.05	ENLARGEMENT - LEVEL 7 - ROOF DECK	●	●	●
L2.00	OVERALL SITE PLAN - PLANTING PLAN	●	●	●
L2.01	OVERALL GROUND LEVEL - PLANTING PLAN	●	●	●
L2.02	ENLARGEMENT - GROUND LEVEL - PASEO & SANTA CLARA STREET - PLANTING PLAN	●	●	●
L2.03	ENLARGEMENT - GROUND LEVEL - WHEELER AVE & ACCESS ALLEY - PLANTING PLAN	●	●	●
L2.04	ENLARGEMENT - LEVEL 3 - NORTH AND SOUTH COURTYARDS - PLANTING PLAN	●	●	●
L2.05	ENLARGEMENT - LEVEL 7 - ROOF DECK - PLANTING PLAN	●	●	●
L2.06	PLANTING IMAGERY	●	●	●
L2.07	PLANTING IMAGERY	●	●	●

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ALEXAN ARCADIA

MIXED-USE/MULTI-FAMILY HOUSING PROJECT

150 N. SANTA ANITA AVE.
ARCADIA CA 91006

REVISIONS

△ ISSUE	DATE

PROJECT NUMBER: 20-301

SHEET INDEX

ENTITLEMENT RESUBMITTAL #2: 09/22/21

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COMMENTS

BOUNDARY LINES ..... WERE ESTABLISHED FROM RECOVERED CITY, COUNTY AND/OR PRIVATE SURVEY MONUMENTS WHOSE CHARACTER AND SOURCE ARE SO NOTED ON THE SURVEY.

LEGAL DESCRIPTION ..... THE LEGAL DESCRIPTION SHOWN HEREON IS PER THE TITLE COMMITMENT NOTED BELOW, AND WAS USED TO PLOT THE PROPERTY BOUNDARIES SHOWN HEREON.

EASEMENTS ..... PLOTTABLE EASEMENTS ARE SHOWN FROM THE TITLE COMPANY SUPPLIED TITLE REPORT AS NOTED BELOW. NON-PLOTTABLE ONES ARE NOTED ON THE SURVEY AS HAVING "EFFECT ON", BECAUSE OUR SERVICE IS LIMITED TO REPORTING ON EASEMENT LOCATIONS WE STRONGLY RECOMMEND LEGAL COUNSEL BE RETAINED TO REPORT ON TITLE PAPERS IN THEIR ENTIRETY.

TITLE REPORT ..... FIRST AMERICAN TITLE INSURANCE COMPANY ORDER NO. NCS-1030488-SD , DATED SEPTEMBER 10, 2020.

◯ = INDICATES TITLE COMMITMENT EXCEPTION NO.

AREA ..... BASED UPON MEASURED BEARINGS AND DISTANCES AS SHOWN HEREON, THE AREA IS:

126,509 SQ. FT. ± 2.9043 ACRES

FLOOD ZONE ..... SUBJECT PROPERTY LIES WITHIN FLOOD ZONE "X" (0.2% ANNUAL CHANCE FLOOD HAZARD, AREAS OF 1% ANNUAL CHANCE FLOOD WITHIN AVERAGE DEPTH LESS THAN ONE FOOT OR WITH DRAINAGE AREAS OF LESS THAN ONE SQUARE MILE) AS SHOWN ON FLOOD INSURANCE RATE MAP NUMBER 06037C1400F, DATED SEPTEMBER 26, 2008, PUBLISHED BY FEDERAL EMERGENCY MANAGEMENT AGENCY.

STREET WIDENING ..... THERE IS OBSERVABLE EVIDENCE OF STREET OR SIDEWALK CONSTRUCTION. CONTACT LOCAL AGENCIES FOR ANY PROPOSED FLOW IMPROVEMENTS.

WETLAND ..... THE SUBJECT PROPERTY IS NOT IN A DESIGNATED WETLAND AREA PER THE U.S. FISH AND WILDLIFE SERVICE, NATIONAL WETLAND INVENTORY.

ZONING ..... I-B (DMU) DOWNTOWN MIXED USE
(REFERENCE: CITY OF ARCADIA ZONING MAP)

SEE SURVEYOR'S NOTE NO. 4.

PARKING ..... BASED UPON ON-SITE STRIPING, THE PARKING IS:

STANDARD SPACES	198
COMPACT SPACES	7
HANDICAPPED SPACES	11
TOTAL	216

TOPOGRAPHY ..... BY GROUND SURVEY METHODS AND COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

EFFECT OF ..... TAXES, ASSESSMENTS AND LIENS:
(1) (16) (2)

EFFECT OF ..... EASEMENT FOR TRANSPORTING VEHICLES, MACHINERY AND EQUIPMENT TO A SEWER MANHOLES LOCATED IN SAID ALLEY AND TO USE SAID VEHICLES, MACHINERY AND EQUIPMENT FOR CLEANING THE SEWER CONNECTED TO SAID MANHOLE AND INCIDENTAL PURPOSES RECORDED OCTOBER 6, 1971 AS INSTRUMENT NO. 204, BOOK D-5276, PAGE 878, O.R. PLOTTED HEREON.
(3)

EFFECT OF ..... EASEMENT FOR UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATIONS SYSTEMS AND INCIDENTAL PURPOSES RECORDED OCTOBER 6, 1971 AS INSTRUMENT NO. 2344, BOOK D-5215, PAGE 695, O.R. PLOTTED HEREON.
(4)

EFFECT OF ..... TERMS, PROVISIONS AND EASEMENTS CONTAINED IN THE DOCUMENT ENTITLED "GRANT OF EASEMENT AND AGREEMENT FOR MAINTENANCE OF PARKING AREA" RECORDED DECEMBER 30, 1971 AS INSTRUMENT NO. 135 IN BOOK D-5303, PAGE 800, O.R.
(5)

EFFECT OF ..... EASEMENT FOR MAINTENANCE AND INCIDENTAL PURPOSES RECORDED DECEMBER 5, 1972 AS INSTRUMENT NO. 149, O.R. PLOTTED HEREON.
(6)

EFFECT OF ..... THE FACT THE LAND LIES WITHIN THE BOUNDARIES OF THE CENTRAL REDEVELOPMENT PROJECT AREA, AS DISCLOSED BY THE DOCUMENT RECORDED DECEMBER 28, 1973 AS INSTRUMENT NO. 4927, O.R.
(7)

EFFECT OF ..... TERMS AND PROVISIONS OF AN UNRECORDED LEASE DATED UNDISCLOSED, RECORDED AUGUST 2, 1990 AS INSTRUMENT NO. 90-1341887, O.R.
(8)

EFFECT OF ..... TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "ORDINANCE No. 2102" RECORDED JULY 8, 1999 AS INSTRUMENT NO. 99124121, O.R.
(9)

EFFECT OF ..... TERMS, PROVISIONS AND EASEMENTS CONTAINED IN THE DOCUMENT ENTITLED "GRANT OF EASEMENT AND AGREEMENT FOR MAINTENANCE OF PARKING AREA" RECORDED NOVEMBER 24, 2004 AS INSTRUMENT NO. 04-3052910, O.R.
(10)

EFFECT OF ..... A DOCUMENT BE RECORDED IN THE PUBLIC RECORDS CONVEYING OR OTHERWISE ELIMINATING ANY INTEREST OF VAHRAN TASHJIAN AS TRUSTEE UNDER THE DOCUMENT RECORDED DECEMBER 30, 2011 AS INSTRUMENT NO. 20111783935, O.R.
(11)

EFFECT OF ..... A DEED OF TRUST TO SEQURE AN ORIGINAL INDEBTEDNESS RECORDED JANUARY 12, 2018 AS INSTRUMENT NO. 20180039983, O.R.
(13)

EFFECT OF ..... A FINANCING STATEMENT RECORDED JANUARY 12, 2018 AS INSTRUMENT NO. 20180039984, O.R.
(14)

EFFECT OF ..... A DEED OF TRUST TO SECURE AN ORIGINAL INDEBTEDNESS RECORDED FEBRUARY 3, 2020 AS INSTRUMENT NO. 20200130024, O.R.
(15)

EFFECT OF ..... A FINANCING STATEMENT RECORDED FEBRUARY 3, 2020 AS INSTRUMENT NO. 20200130892, O.R.
(16)

EFFECT OF ..... WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.
(17)

EFFECT OF ..... RIGHTS OF PARTIES IN POSSESSION.
(18)

EFFECT OF ..... A DEED OF TRUST TO SECURE AN ORIGINAL INDEBTEDNESS RECORDED SEPTEMBER 27, 2006 AS INSTRUMENT NO. 2006-2102588, O.R.
(19)

EFFECT OF ..... AN EASEMENT OR LESSER RIGHT AS DISCLOSED BY PRIOR TITLE EVIDENCE, PLOTTED HEREON, (NO REFERENCE DOCUMENT)
(20)

EFFECT OF ..... AN ENCROACHMENT OF A CANOPY APPROXIMATELY # FEET ONTO THE STREET AFFECTS PARCEL D, AS DISCLOSED BY PRIOR TITLE EVIDENCE.
(21)

EFFECT OF ..... EXISTENCE OF ANY UNRECORDED LIEN OR OTHER INDEBTEDNESS WHICH COULD GIVE RISE TO ANY SECURITY INTEREST IN THE SUBJECT PROPERTY. AFFECTS PARCEL C.
(22)

ITEM (12) HAD BEEN INTENTIONALLY DELETED.

CONTROL NOTES:

HORIZONTAL CONTROL :

THE COORDINATES AND BEARINGS SHOWN HEREON ARE BASED UPON THE CALIFORNIA COORDINATE SYSTEM OF 1983, CCS83, ZONE V, (2017.50) IN ACCORDANCE WITH THE CALIFORNIA PUBLIC RESOURCES CODE SECTIONS 8801-8819; SAID COORDINATES AND BEARINGS ARE BASED LOCALLY UPON FIELD-OBSERVED TIES TO THE FOLLOWING CALIFORNIA SPATIAL REFERENCE NETWORK, OR EQUIVALENT STATIONS:

LONG:	34-06-42.842832	118-00-12.291218	74.2871	CTS /CORS	
CITI	34-08-12.155188	118-07-38.240812	1584.4096	CTS /CORS	
WNRA	34-02-35.659883	118-03-33.341627	40.1134	CTS /CORS	
GVRS:	34-02-50.81245	118-06-46.431683	154.4969	CTS /CORS	

VERTICAL CONTROL :

VERTICAL VALUES SHOWN HEREON ARE BASED UPON NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) UTILIZING COUNTY OF LOS ANGELES BENCHMARKS LISTED BELOW:

BENCHMARK NUMBER : HG4574

DESCRIPTION: DPW BM TAG IN S END C.B. 20FT N/O BOR @ NE COR FOOTHILL BLVD & SANTA ANITA AVENUE.

ELEVATION : 547.002 FEET
QUAD YEAR : 2013

BENCHMARK NUMBER : LC5421

DESCRIPTION: LACO BM TAG IN N CB FOOTHILL BLVD & 32.8FT E/O C/L PROD NORTH VIEW AVENUE.

ELEVATION : 547.750 FEET
QUAD YEAR : 2013

LEGAL DESCRIPTION:

REAL PROPERTY IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL A:

LOTS 27 AND 28 IN BLOCK 76 OF A PART OF ARCADIA SANTA ANITA TRACT, IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 15 PAGE(S) 89 AND 90 INCLUSIVE OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN : 5773-006-010

PARCEL B:

PARCEL 2 OF PARCEL MAP 2415, IN THE CITY OF ARCADIA, AS PER MAP RECORDED IN BOOK 34, PAGE(S) 64 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY, CALIFORNIA.

EXCEPT THEREFROM THAT PORTION OF SAID PARCEL 2, INCLUDED WITHIN THE LAND AS DESCRIBED IN PARCEL 2 IN THE DEED TO THE CITY OF ARCADIA, RECORDED NOVEMBER 17, 1971, AS INSTRUMENT NO. 2021, IN BOOK D - 5260, PAGE 214 , OF OFFICIAL RECORDS OF SAID COUNTY.

APN : 5773-006-036

PARCEL C:

LOT 8 IN BLOCK 76 OF ARCADIA SAN TA ANITA TRACT, IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 15 PAGES 89 AND 90 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN : 5773-006-005

PARCEL D:

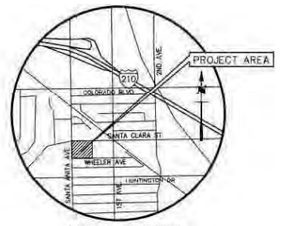
LOT 7 IN BLOCK 76 OF ARCADIA SANTA ANITA TRACT, IN THE CITY OF ARCADIA, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 15 PAGES 89 AND 90 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN : 5773-006-004

SURVEYOR'S NOTES

THIS SURVEY HAS BEEN PREPARED FOR DESIGN PURPOSES

1. BEFORE USING THIS MAP FOR DESIGN OR CONSTRUCTION PURPOSES; ALL EASEMENTS OF RECORD AND SETBACK LINES DEFINED IN COVENANTS, CONDITIONS AND RESTRICTIONS OF RECORD AFFECTING THIS PROPERTY SHOULD BE PLOTTED ON THIS MAP FROM A CURRENT TITLE REPORT. IF NO TITLE REPORT WAS FURNISHED, OUR CLIENT IS URGED TO FURNISH A CURRENT TITLE REPORT SO THAT THESE EASEMENT AND SETBACK LINES OF RECORD CAN BE PLOTTED ON THIS MAP.
2. THE BOUNDARY DATA AND TITLE MATTERS AS SHOWN HEREON HAVE BEEN DEVELOPED FROM THE REFERENCED TITLE REPORT.
3. THIS SURVEY DOES NOT INCLUDE EASEMENTS EXCEPT THOSE SPECIFICALLY DELINEATED HEREON, NOR DOES IT SHOW THE LOCATION OF, OR ENCROACHMENTS BY SUBSURFACE FOOTINGS AND/OR FOUNDATIONS OF BUILDINGS SHOWN ON THIS MAP.
4. @ UNDERGROUND PUBLIC UTILITIES AND OTHER SUBSTRUCTURES, ZONES, SET BACK AND STREET WIDENING DATA ARE SHOWN HEREON, IT IS FOR INFORMATION ONLY, HAVING BEEN OBTAINED FROM A GENERAL REQUEST AT THE LOCAL AGENCY'S PUBLIC COUNTER AND/OR OTHER SOURCES NOT CONNECTED WITH THIS COMPANY. NO REPRESENTATION IS MADE AS TO THE ACCURACY, CURRENCY OR COMPLETENESS OF SAID INFORMATION AND ANY USERS OF SAID INFORMATION IS URGED TO CONTACT THE UTILITY OR LOCAL AGENCY DIRECTLY.



VICINITY MAP

NOT TO SCALE

LEGEND

PROPERTY / BOUNDARY LINE
STREET R/W LINE
CURB LINE (FROM 1"=20' ON TO 1"=200')
CURB LINE (1"=10', 1"=8', 1"=16')
CENTER LINE
FLOW LINE
LOT LINE / PARCEL LINE
EASEMENT LINE (W=WIDTH)
CONTOUR LINE (APPROXIMATE)
BUILDING FOOT PRINT LINE
OVERHANG LINE
CHAIN LINK (CHLK) FENCE LINE
BARBWIRE FENCE LINE
WOODEN (WDN) FENCE LINE
WROUGHT IRON (WI) FENCE LINE
RETAINING (RET) / SCREEN WALL (AS NOTED)
GUARD RAIL
EDGE OF ASPHALT PAVING
ASPH ASPHALT PAVING
CONC CONCRETE PAVING
AD AREA DRAIN
CATCH BASIN W/ACCESS HOLE
COMMUNICATION/ELECTRICAL/FIBER OPTIC/GAS MANHOLE:
SEWER/STORMDRAIN/UNKNOWN/WATER MANHOLE
COMMUNICATION/POWER/UTILITY POLE
COMMUNICATION/POWER/UTILITY POLE AND CONDUIT
SIGN (ALL KINDS)
GUY ANCHOR
GUY POLE
STREET LIGHT
STREET LIGHT W/ARM
STREET LIGHT W/ARM ON POWER POLE
TRAFFIC SIGNAL W/ARM
TRAFFIC SIGNAL W/STREET LIGHT
TRAFFIC SIGNAL
PED TS NO. PEDESTRIAN TRAFFIC SIGNAL
PEDESTRIAN CROSSING PUSH BUTTON
YARD LIGHT
GARDEN LIGHT
PARKING LIGHT
FIRE HYDRANT
DS DOWNSPOUT
FDC FIRE DEPARTMENT CONNECTION
PIV POST INDICATOR VALVE
DIRECTION OF WATER DRAINAGE FLOW
PARKING METER
ELECTRICAL/GAS/UNKNOWN/WATER METER
AIR/GAS/IRRIGATION/PETROLEUM/UNKNOWN/WATER VALVE
COMMUNICATION/ELECTRICAL/FIBER OPTIC VAULT
GAS/IRRIGATION/UNKNOWN/WATER VAULT
COMMUNICATION/ELECTRICAL/GAS RISER
PETROLEUM/UNKNOWN/WATER RISER
COMMUNICATION/ELECTRICAL/IRRIGATION/TRAFFIC SIGNAL PANEL
COMMUNICATION/ELECTRICAL/UNKNOWN/TRAFFIC SIGNAL ENCLNET
COMMUNICATION/ELECTRICAL/FIBER OPTIC PULL BOX
STREET LIGHT/TRAFFIC/UNKNOWN PULL BOX
GAS/IRRIGATION/UNKNOWN BOX
AIR/COMMUNICATION/ELECTRICAL/FIRE STRUCTURE
GAS/IRRIGATION/PETROLEUM/SANITARY SEWER STRUCTURE
STORM DRAIN/STREET LIGHT/UNKNOWN/WATER STRUCTURE
AIR/COMMUNICATION/ELECTRICAL PAINT MARK
GAS/IRRIGATION/SANITARY SEWER PAINT MARK
STORM DRAIN/UNKNOWN/WATER PAINT MARK
COMP/HC/STD COMPACT/HANDYCAP/STANDARD PARKING STALL
DRAIN INLET
EVERGREEN TREE W/TRUNK DIAMETER
PALM TREE W/TRUNK DIAMETER
DECIDUOUS TREE IN WELL W/TRUNK DIAMETER
PL PLANTER
GP GUARD POST
APPR APPROACH
DWAY DRIVEWAY
R/R RAILROAD
BFP BACKFLOW PREVENTER
CO CLEAN OUT
LOCATION OF BUILDING HEIGHT MEASUREMENTS
OVHG OVERHANG
UNGR UNDERGROUND
TRANS TRANSFORMER
IRR IRRIGATION SPRINKLER HEAD
SEC/TRAF CAM SECURITY/TRAFFIC CAMERA
"H" FIRE DEPARTMENT CONNECTION
C/L STREET CENTERLINE/CONTROL LINE
P/L PROPERTY LINE
TOPOGRAPHIC SPOT ELEVATION, NO LEADER
BW BACK OF WALK ELEVATION
EC EDGE OF CONCRETE ELEVATION
EG EDGE OF GUTTER ELEVATION
EP EDGE OF PAVEMENT ELEVATION
FL FLOW LINE ELEVATION
INV PIPE INVERT ELEVATION
RIM MANHOLE RIM ELEVATION
TB TOP OF BERM ELEVATION
TC TOP OF CURB ELEVATION
TF TOP OF FOOTING ELEVATION
TG TOP OF GRATE ELEVATION
TW TOP OF WALL ELEVATION
(1) RECORD LOT / PARCEL NUMBER
(100.00') RECORD DIMENSION OR BEARING IF DIFFERENT THAN MEASURED
/F IMPROVEMENT FACE
/E IMPROVEMENT EDGE
/End IMPROVEMENT END
N/E/S/W NORTH/EAST/SOUTH/WEST LOCATION OF IMPROVEMENT W/ RESPECT TO REFERENCE NORTH AND PROPERTY LINE.
[NAME] ADJACENT PROPERTY OWNER

SURVEYOR'S CERTIFICATE:

TO: POSITIVE INVESTMENTS, INC.; PI PROPERTIES No. 111, A CALIFORNIA LIMITED LIABILITY COMPANY AS TO PARCELS A AND B; PI PROPERTIES No. 87, A CALIFORNIA LIMITED LIABILITY COMPANY AS TO PARCEL C; JANICE E. PETERSON, AS TRUSTEE UNDER THE JANICE E. PETERSON LIVING TRUST DATED JUNE 28, 2016 AS TO PARCEL D; FIRST AMERICAN TITLE INSURANCE COMPANY AND EACH OF THEIR AFFILIATES, SUCCESSORS AND ASSIGNS:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 8(a), 8(b), 7(a), 7(b)(1), 7(c), 8, 9, 10(a), 11, 13, 14, 16, 17, 18, 19 AND 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON OCTOBER 2, 2020.

DANIEL L. RAHE, PLS 9425
PSOMAS

DATE: 3/2/2021

NOTE: SECTION 8770.6 OF THE CALIFORNIA BUSINESS AND PROFESSIONS CODE STATES THAT THE USE OF THE WORD CERTIFY OR CERTIFICATION BY A LICENSED LAND SURVEYOR IN THE PRACTICE OF LAND SURVEYING OR THE PREPARATION OF MAPS, PLATS, REPORTS, DESCRIPTIONS OR OTHER SURVEYING DOCUMENTS ONLY CONSTITUTES AN EXPRESSION OF PROFESSIONAL OPINION REGARDING THOSE FACTS OR FINDINGS WHICH ARE THE SUBJECT OF THE CERTIFICATION AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EITHER EXPRESSED OR IMPLIED.

PROFESSIONAL LAND SURVEYOR DANIEL L. RAHE No. 9425 STATE OF CALIFORNIA

DESIGNED	BBH			
DRAFTED	BBH			
CHECKED	DLR	1	3-1-2021	ADDITIONAL SURVEY AREA

(SEE VERTICAL CONTROL NOTES ON SHEET 1)

ELEVATION _____ ALIGNMENT _____
PROFILE DATE

PSOMAS
555 South Flower Street, Suite 4300
Los Angeles, CA 90071
(213) 223-1400 (213) 223-1444 fax
www.psomas.com

ALTA/NSPS LAND TITLE AND DESIGN SURVEY FOR:

POSITIVE INVESTMENTS, INC.

150 N SANTA ANITA AVENUE / 130 E SANTA CLARA STREET

IN THE CITY OF ARCADIA COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE: SEPTEMBER 28, 2020
SCALE: NO SCALE
PROJECT NUMBER: 1P050200 T100
SHEET 1 OF 3

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Long Beach, Ca 90802
t 562.901.1500
studio-111.com

ALEXAN ARCADIA
MIXED-USE/MULTI-FAMILY HOUSING PROJECT
130 N. SANTA ANITA AVE.
ARCADIA CA 91006

REVISIONS
△ ISSUE DATE

PROJECT NUMBER: 20-301

SURVEY

*FOR REFERENCE ONLY

129 A0.50

ENTITLEMENT RESUBMITTAL #2: 09/22/21

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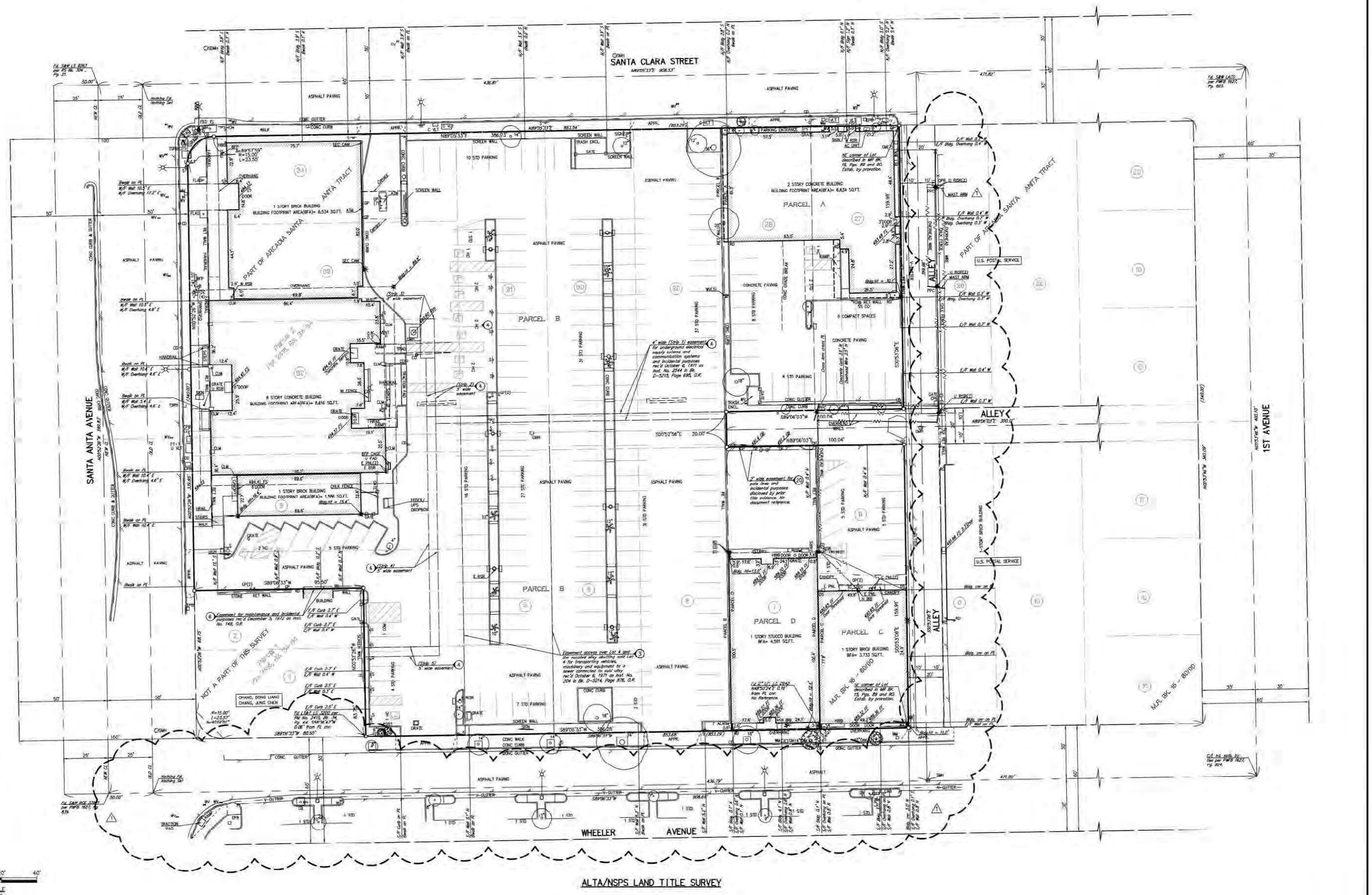

(SEE VERTICAL CONTROL NOTES ON SHEET 1)

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ALTA/NSPS LAND TITLE AND DESIGN SURVEY FOR:

POSITIVE INVESTMENTS, INC.

150 N SANTA ANITA AVENUE / 130 E SANTA CLARA STREET

IN THE CITY OF ARCADIA COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE: SEPTEMBER 28, 2020
SCALE: 1"=20'
PROJECT NUMBER: 1P050200200 T100
SHEET: 2 OF 3

BBH				
BBH				
DLR	3-1-2021	ADDITIONAL SURVEY AREA	BBH	DLR

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REVISIONS
ISSUE	DATE

PROJECT NUMBER: 20-301

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ENTITLEMENT RESUBMITTAL #2: 09/22/21

130 A0.51.

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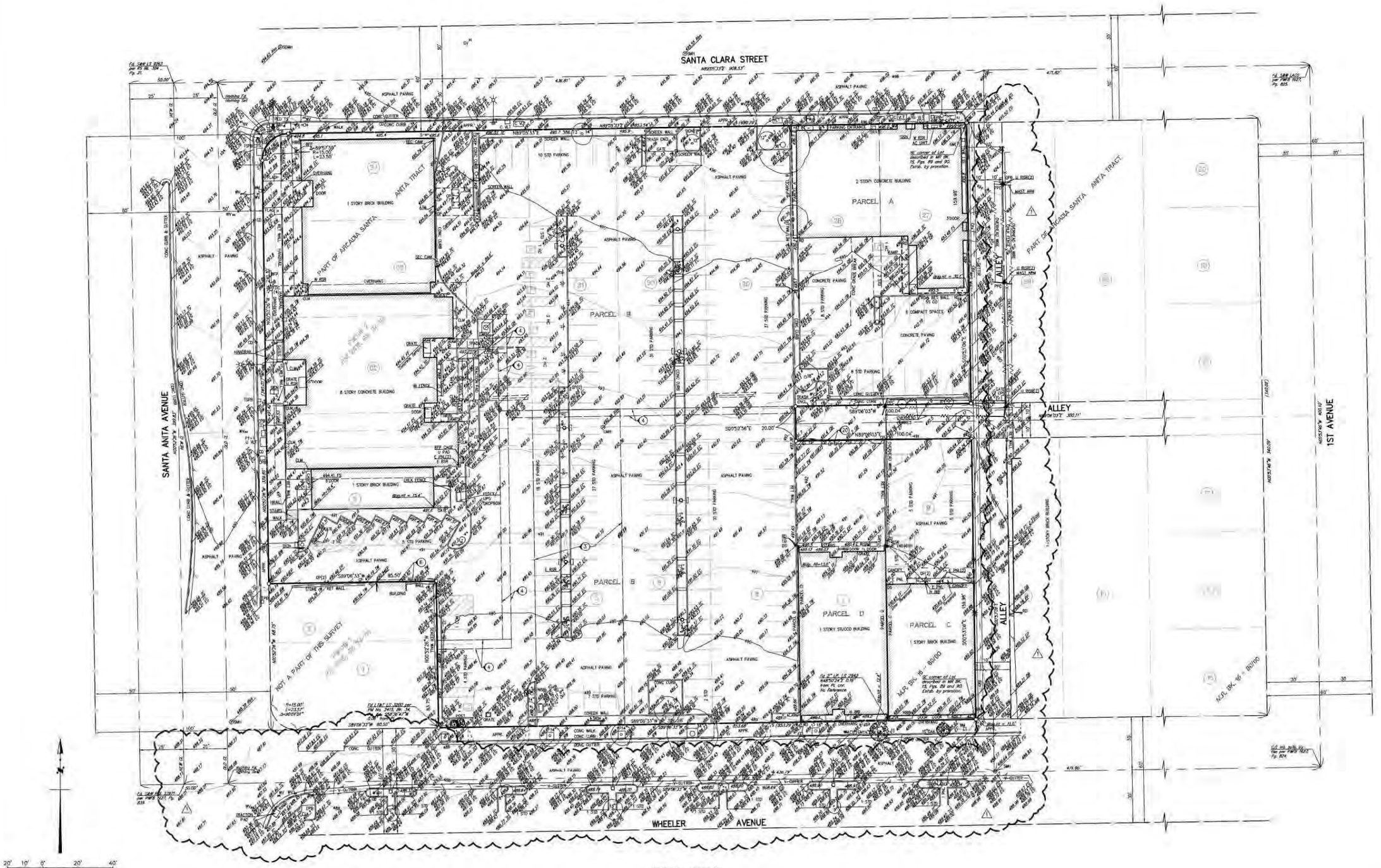

DESIGN SURVEY

PROFESSIONAL LAND SURVEYOR DANIEL L. WARE No. 9425 STATE OF CALIFORNIA

DESIGNED	BBH				
DRAFTED	BBH				
CHECKED	DLR	3-1-2021	ADDITIONAL SURVEY AREA	BBH	DLR
		REV	DATE	DESCRIPTION	BY	APP'D

(SEE VERTICAL CONTROL NOTES ON SHEET 1)

SURVEYOR

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www.psomas.com

ALTA/NSPS LAND TITLE AND DESIGN SURVEY FOR:

POSITIVE INVESTMENTS, INC.

150 N SANTA ANITA AVENUE / 130 E SANTA CLARA STREET

IN THE CITY OF ARCADIA COUNTY OF LOS ANGELES STATE OF CALIFORNIA

DATE	SEPTEMBER 28, 2020
SCALE	1"=20'
PROJECT NUMBER	1POS020200 T100
SHEET	3
OF	3

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PROJECT NUMBER: 20-301

SURVEY

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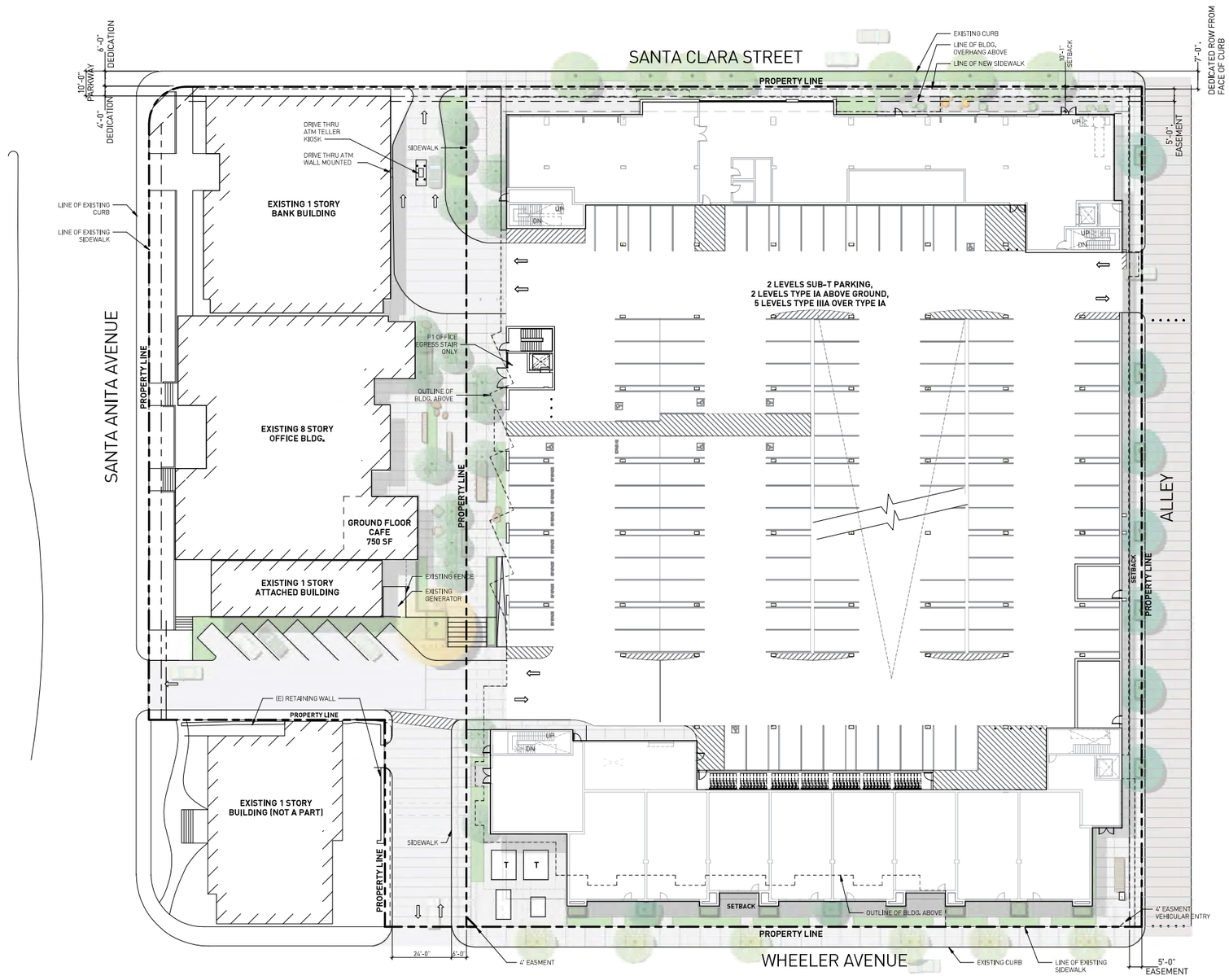

SITE PLAN 1
1" = 20'-0"

AREA OF NEW BUILDING OUTLINE ABOVE GRADE
EXISTING BUILDING
PROPERTY LINE
NEW PROPERTY LINE
SET BACK LINE
NEW DEDICATION LINE
OUTLINE OF BLDG. ABOVE
T TRANSFORMER

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REVISIONS
△ ISSUE DATE

PROJECT NUMBER: 20-301

SITE PLAN

ENTITLEMENT RESUBMITTAL #2: 09/22/21

132 A0.53.

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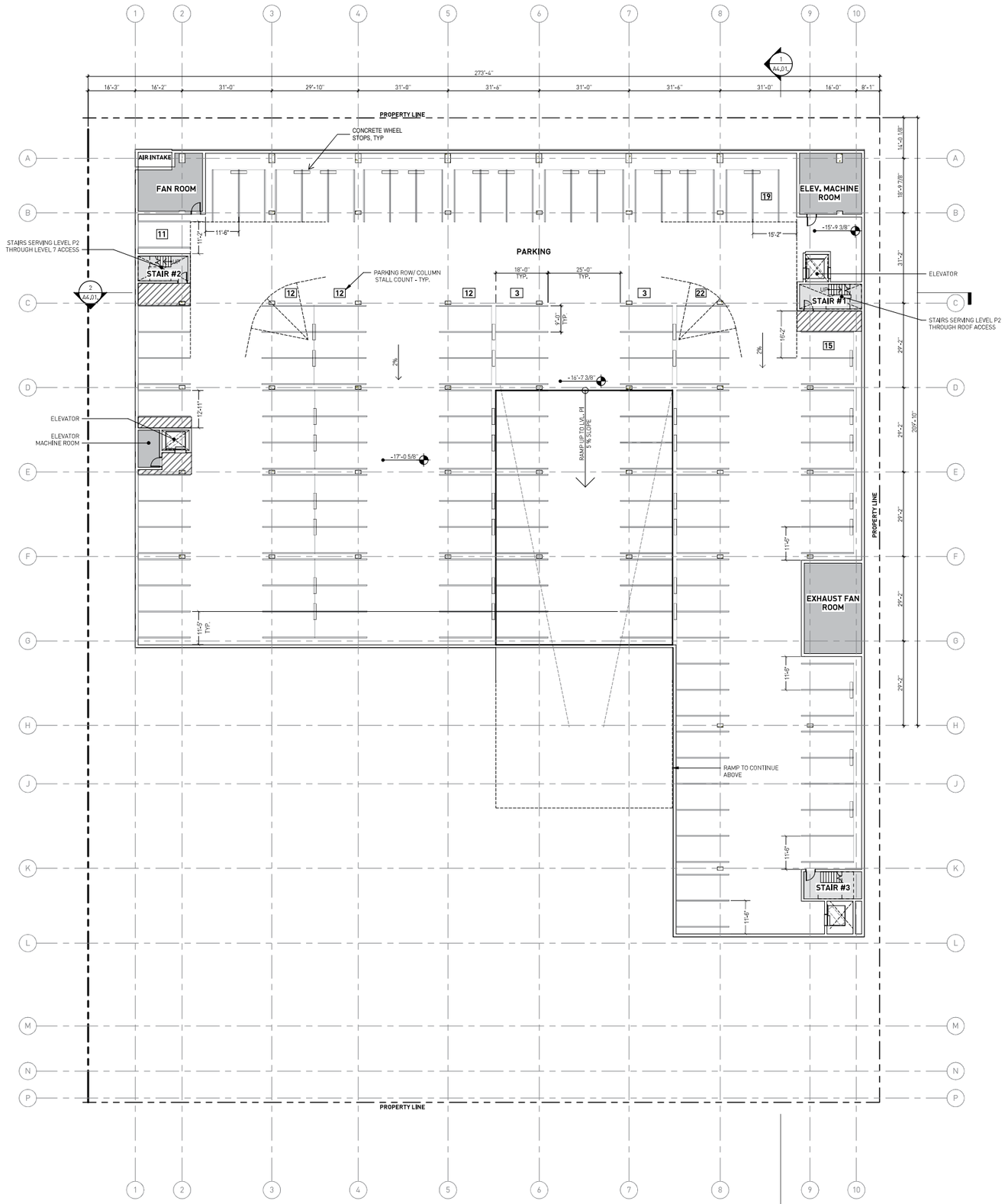

LEVEL P2 FLOOR PLAN! 1
1/16" = 1'-0"

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PARKING

STUDIO
1 BEDROOM
2 BEDROOM
LIVE/WORK
AMENITY
CIRCULATION
UTILITY
DOOR CLEARANCE
PROPERTY LINE
NEW PROPERTY LINE
SET BACK LINE
NEW DEDICATION LINE
OUTLINE OF BLDG. ABOVE
T TRANSFORMER

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REVISIONS
△ ISSUE DATE

PROJECT NUMBER: 20-301

FLOOR PLAN - LEVEL P2

ENTITLEMENT RESUBMITTAL #2: 09/22/21

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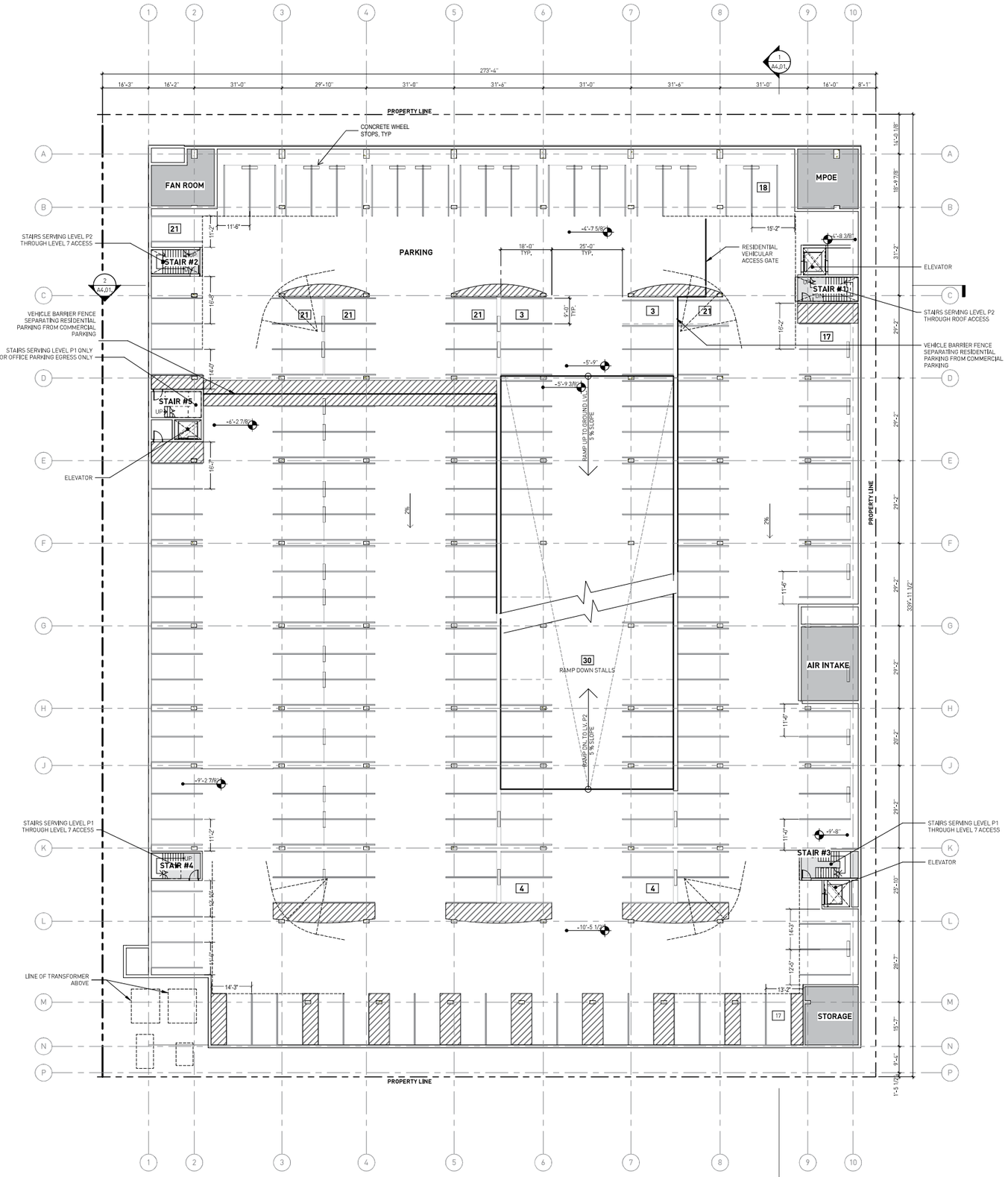

LEVEL P1 FLOOR PLAN | 1
1/16" = 1'-0"

PARKING

STUDIO
1 BEDROOM
2 BEDROOM
LIVE/WORK
AMENITY
CIRCULATION
UTILITY

PROPERTY LINE
NEW PROPERTY LINE
SET BACK LINE
NEW DEDICATION LINE
OUTLINE OF BLDG. ABOVE
T TRANSFORMER

DOOR CLEARANCE

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PROJECT NUMBER: 20-301

FLOOR PLAN - LEVEL P1

ENTITLEMENT RESUBMITTAL #2: 09/22/21

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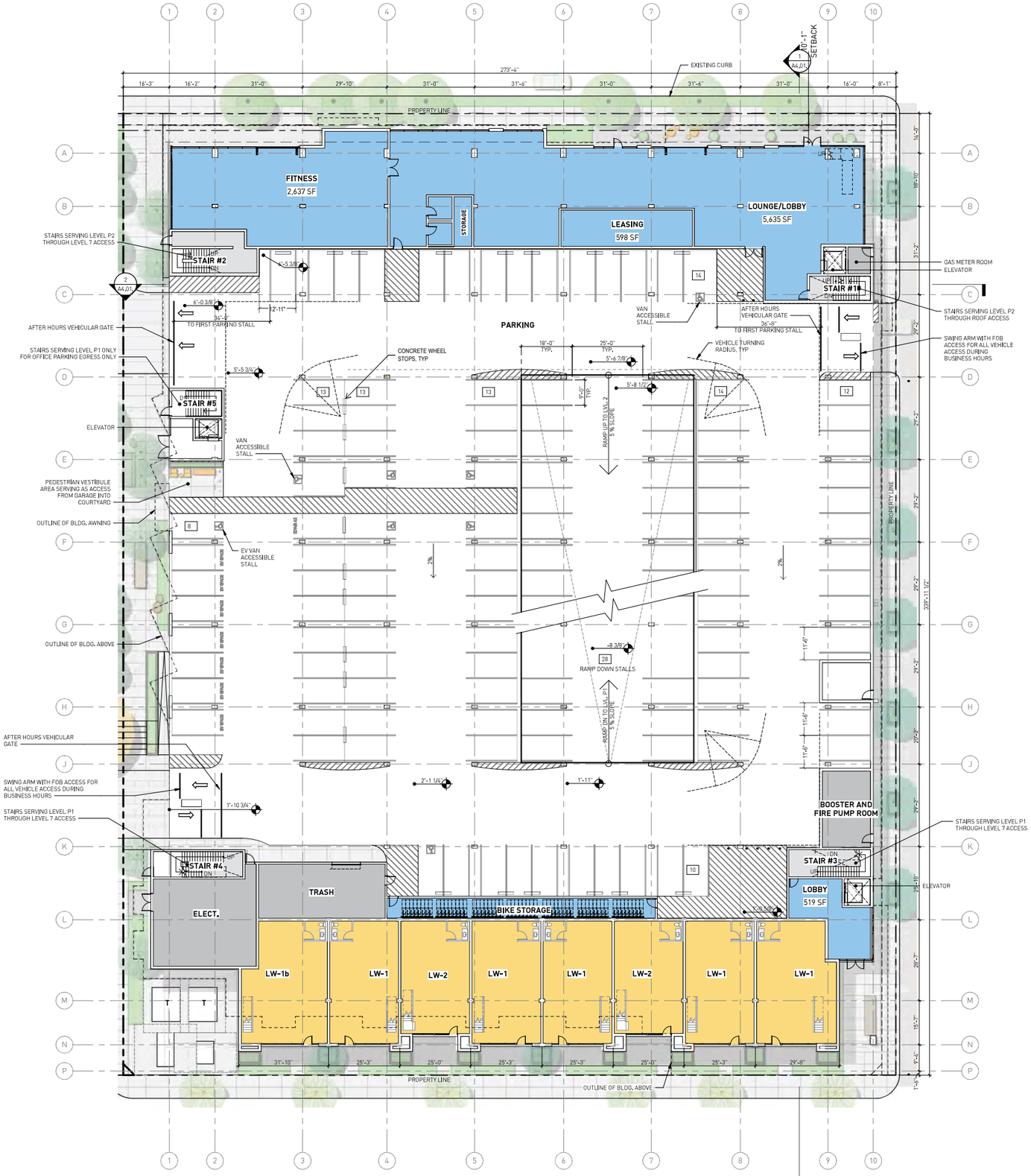

LEVEL 1 FLOOR PLAN | 1
1/16" = 1'-0"

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PARKING

AF INDICATES AFFORDABLE UNIT

- STUDIO
- 1 BEDROOM
- 2 BEDROOM
- LIVE/WORK
- AMENITY
- CIRCULATION
- UTILITY
- DOOR CLEARANCE
- PROPERTY LINE
- NEW PROPERTY LINE
- SET BACK LINE
- NEW DEDICATION LINE
- OUTLINE OF BLDG. ABOVE
- T TRANSFORMER

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△ ISSUE	DATE

PROJECT NUMBER: 20-301

FLOOR PLAN - LEVEL 1

ENTITLEMENT RESUBMITTAL #2: 09/22/21

135 A1.01.

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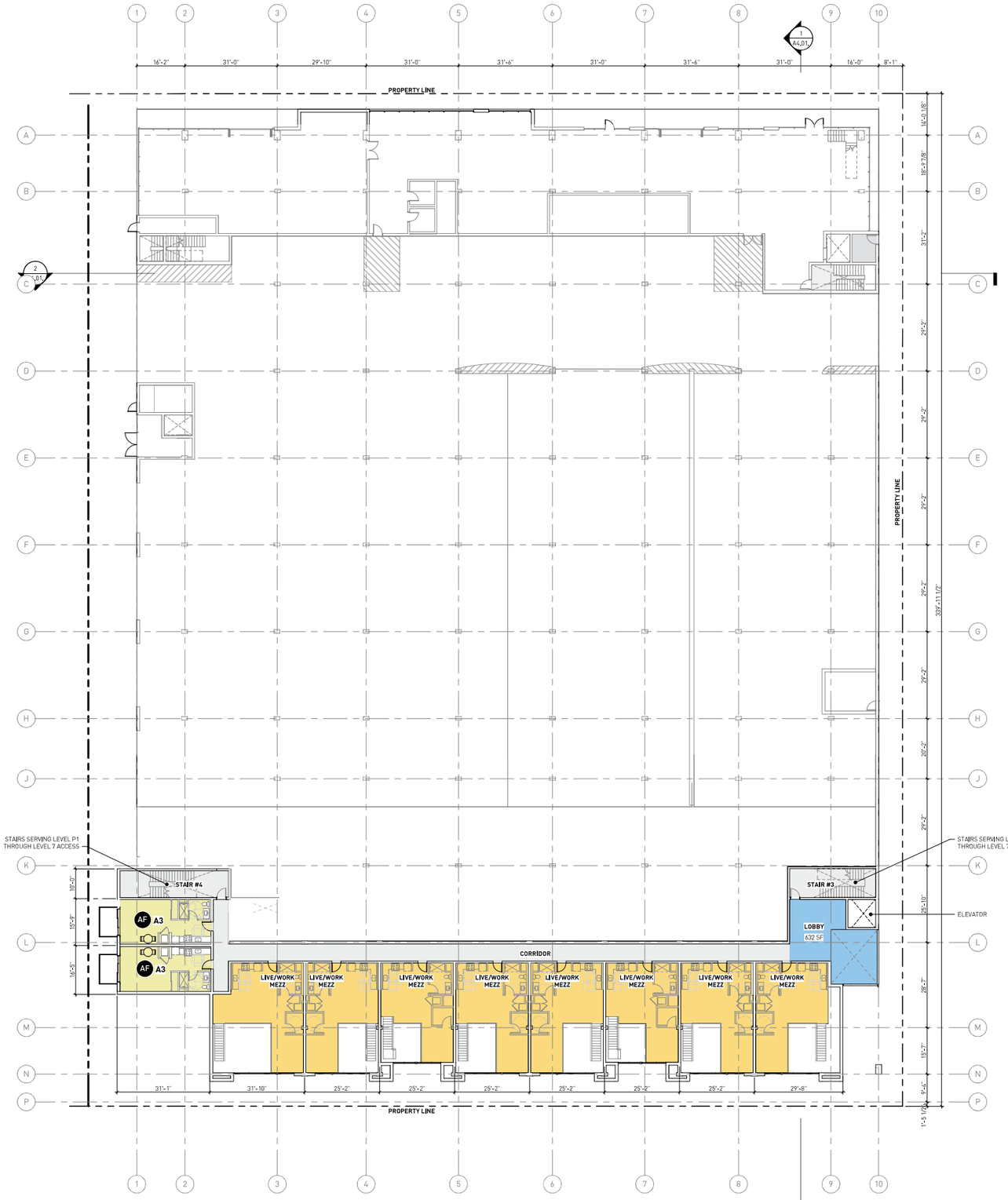

LEVEL MEZZ. 1
1/16" = 1'-0"

AF INDICATES AFFORDABLE UNIT

STUDIO
1 BEDROOM
2 BEDROOM
LIVE/WORK
AMENITY
CIRCULATION
UTILITY
DOOR CLEARANCE

PROPERTY LINE
NEW PROPERTY LINE
SET BACK LINE
NEW DEDICATION LINE
OUTLINE OF BLDG. ABOVE
T TRANSFORMER

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PROJECT NUMBER: 20-301

FLOOR PLAN - LEVEL MEZZ

ENTITLEMENT RESUBMITTAL #2: 09/22/21

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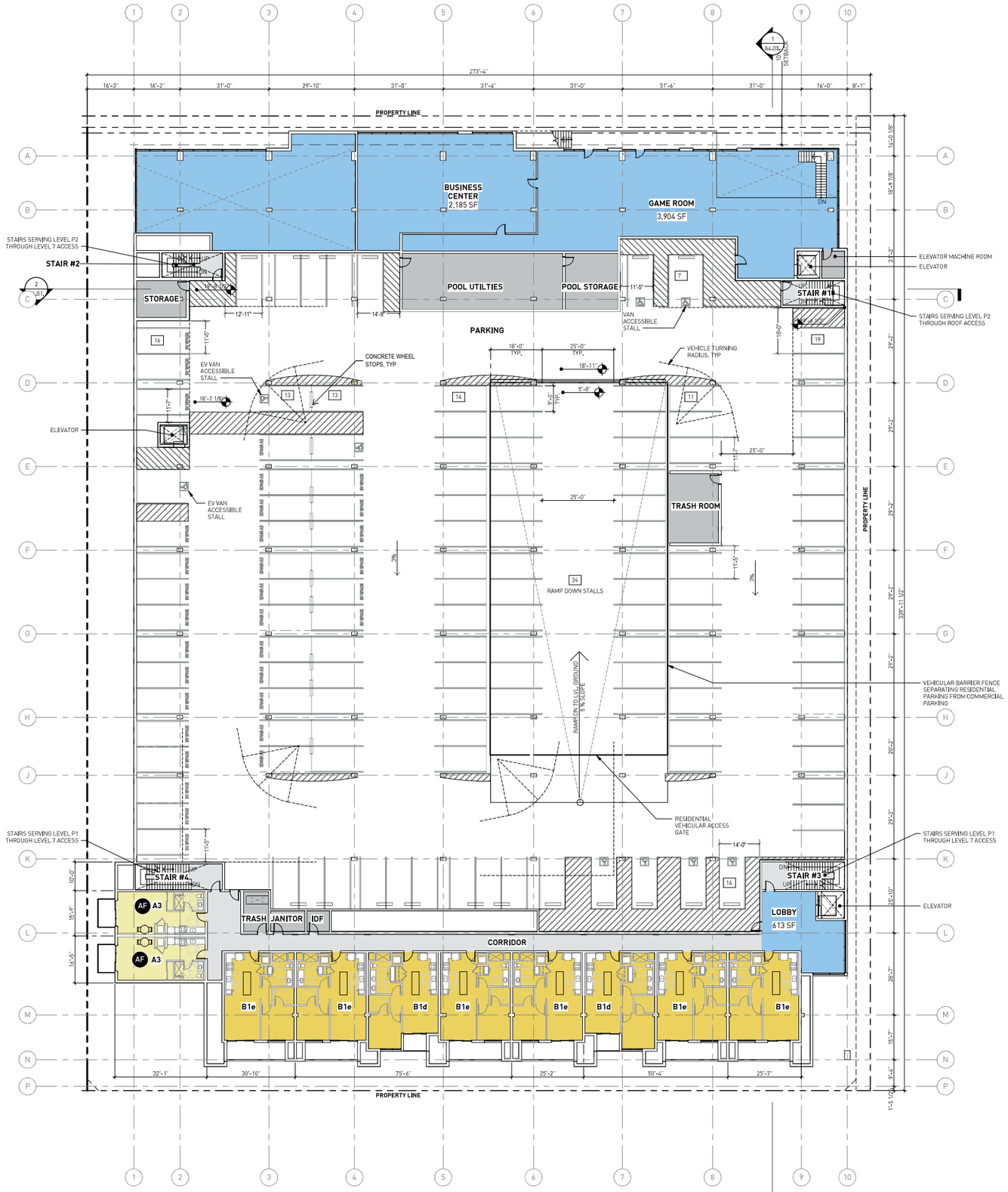

LEVEL 2 FLOOR PLAN! 1
1/16" = 1'-0"

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PARKING

AF INDICATES AFFORDABLE UNIT

- STUDIO
- 1 BEDROOM
- 2 BEDROOM
- LIVE/WORK
- AMENITY
- CIRCULATION
- UTILITY
- PROPERTY LINE
- NEW PROPERTY LINE
- SET BACK LINE
- NEW DEDICATION LINE
- OUTLINE OF BLDG. ABOVE
- T TRANSFORMER
- DOOR CLEARANCE

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REVISIONS
△ ISSUE	DATE

PROJECT NUMBER: 20-301

FLOOR PLAN - LEVEL 2

ENTITLEMENT RESUBMITTAL #2: 09/22/21

137 A1.02.

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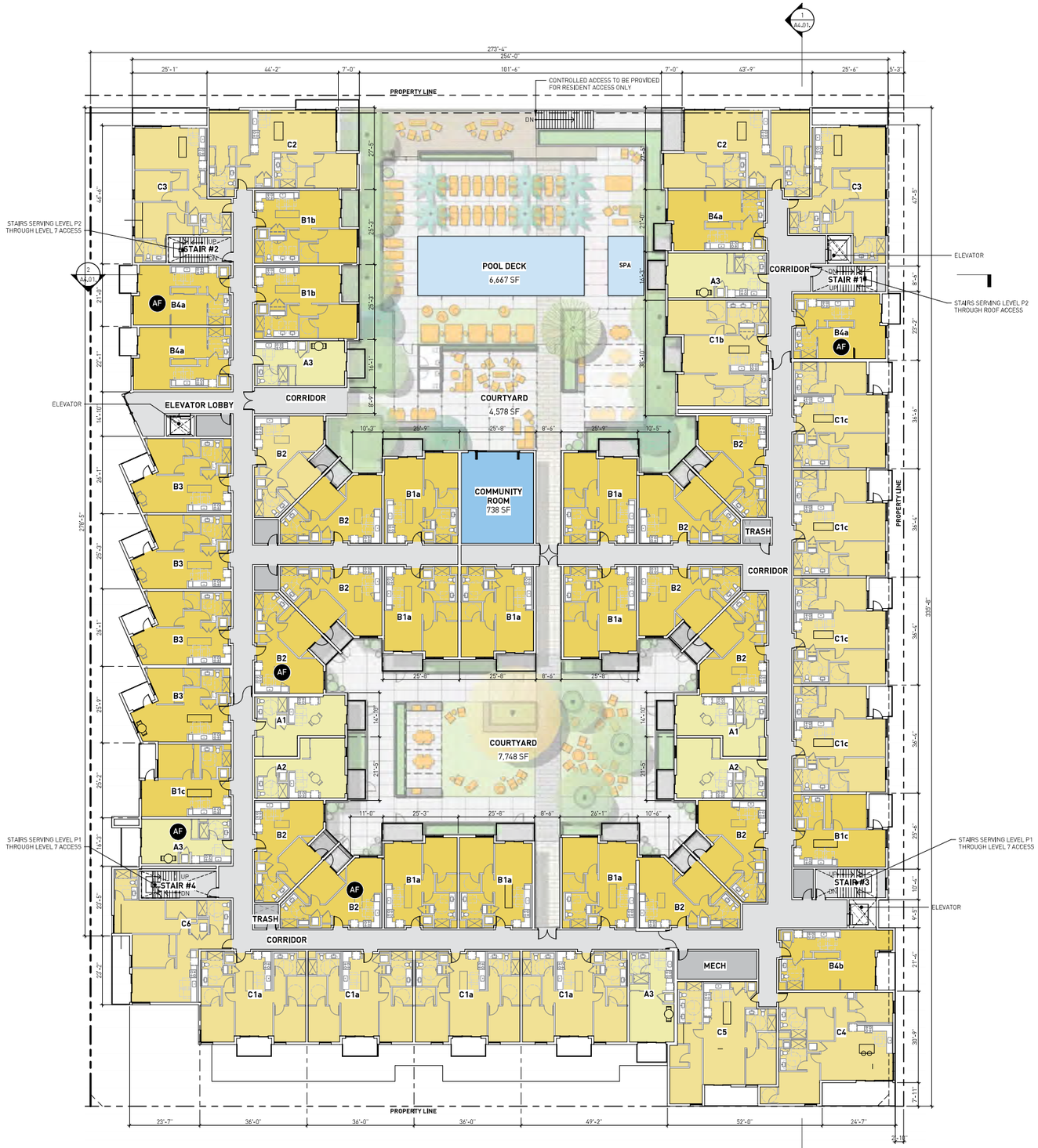

LEVEL 3 FLOOR PLAN! | 1

1/16" = 1'-0"

AF INDICATES AFFORDABLE UNIT

- STUDIO
- 1 BEDROOM
- 2 BEDROOM
- LIVE/WORK
- AMENITY
- CIRCULATION
- UTILITY
- PROPERTY LINE
- NEW PROPERTY LINE
- SET BACK LINE
- NEW DEDICATION LINE
- OUTLINE OF BLDG. ABOVE
- T TRANSFORMER
- DOOR CLEARANCE

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ARCADIA CA 91006

REVISIONS

△ ISSUE	DATE

PROJECT NUMBER: 20-301

FLOOR PLAN - LEVEL 3

ENTITLEMENT RESUBMITTAL #2: 09/22/21

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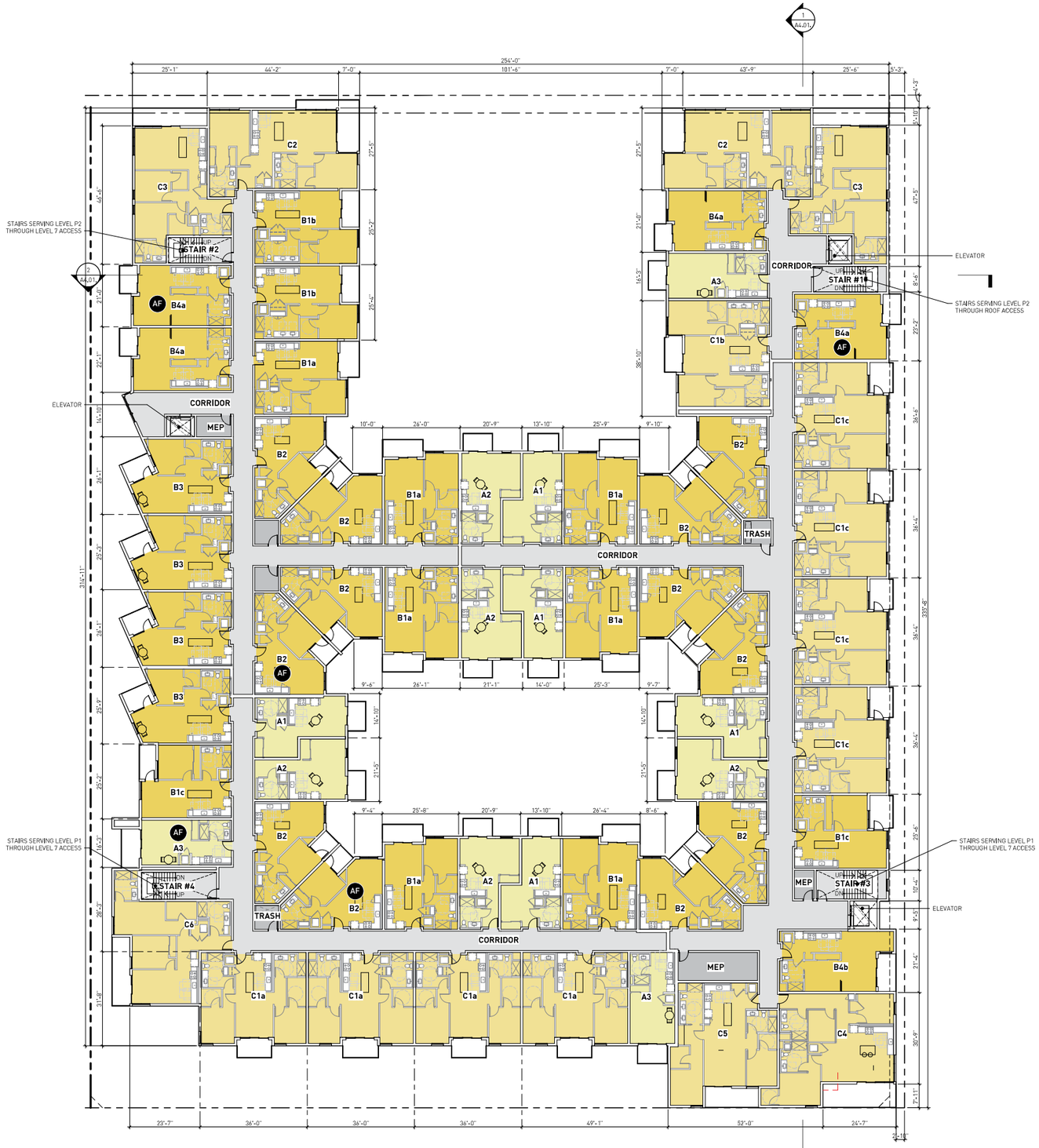

LEVEL 4 FLOOR PLAN! 1
1/16" = 1'-0"

AF INDICATES AFFORDABLE UNIT

STUDIO
1 BEDROOM
2 BEDROOM
LIVE/WORK
AMENITY
CIRCULATION
UTILITY

PROPERTY LINE
NEW PROPERTY LINE
SET BACK LINE
NEW DEDICATION LINE
OUTLINE OF BLDG. ABOVE
T TRANSFORMER

DOOR CLEARANCE

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ARCADIA CA 91006

REVISIONS
△ ISSUE DATE

PROJECT NUMBER: 20-301

FLOOR PLAN - LEVEL 4

ENTITLEMENT RESUBMITTAL #2: 09/22/21

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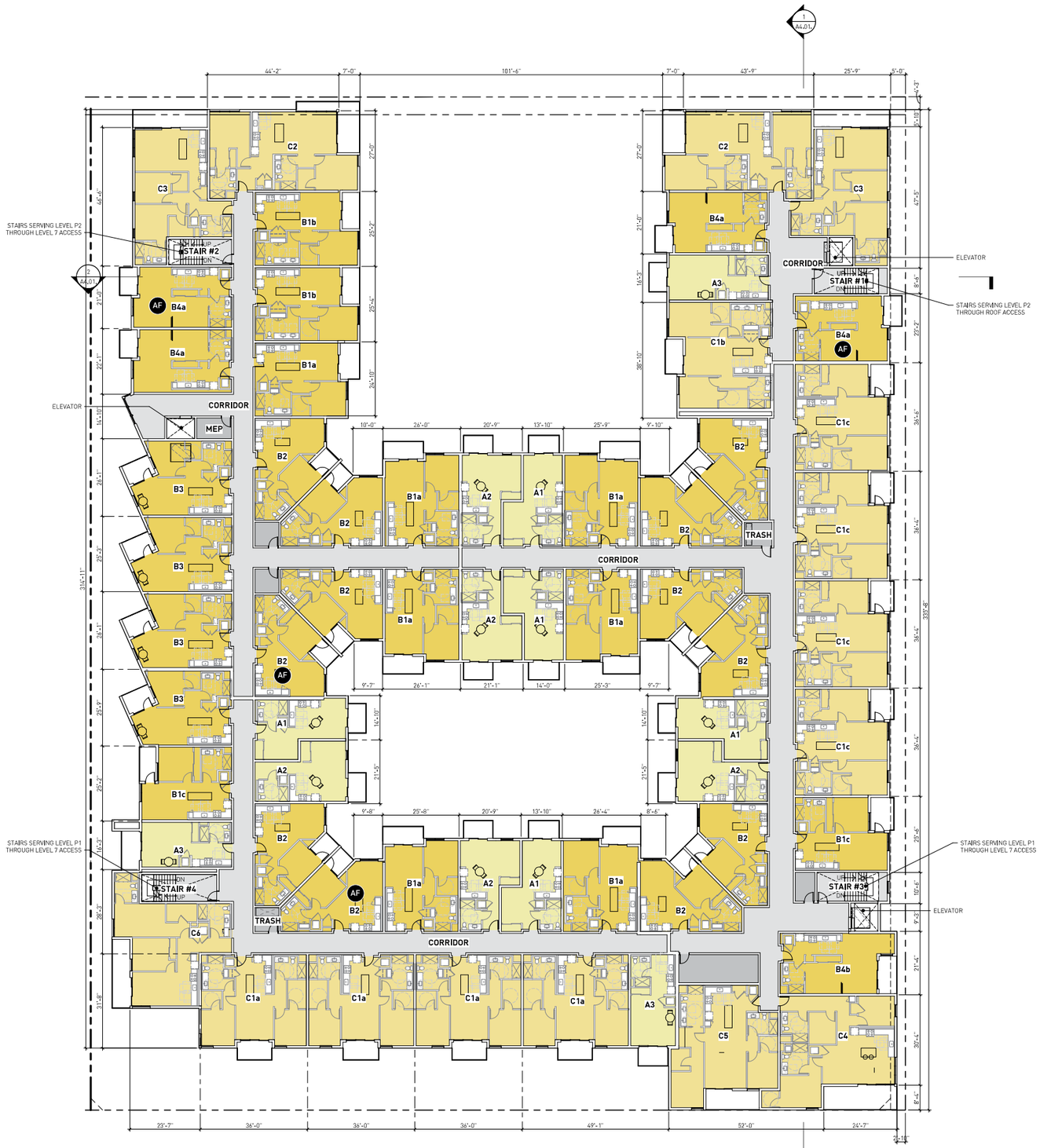

LEVEL 5 FLOOR PLAN! 1

1/16" = 1'-0"

AF INDICATES AFFORDABLE UNIT

- STUDIO
- 1 BEDROOM
- 2 BEDROOM
- LIVE/WORK
- AMENITY
- CIRCULATION
- UTILITY
- PROPERTY LINE
- NEW PROPERTY LINE
- SET BACK LINE
- NEW DEDICATION LINE
- OUTLINE OF BLDG. ABOVE
- T TRANSFORMER
- DOOR CLEARANCE

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150 N. SANTA ANITA AVE.
ARCADIA CA 91006

REVISIONS

ISSUE	DATE

PROJECT NUMBER: 20-301

FLOOR PLAN - LEVEL 5

ENTITLEMENT RESUBMITTAL #2: 09/22/21

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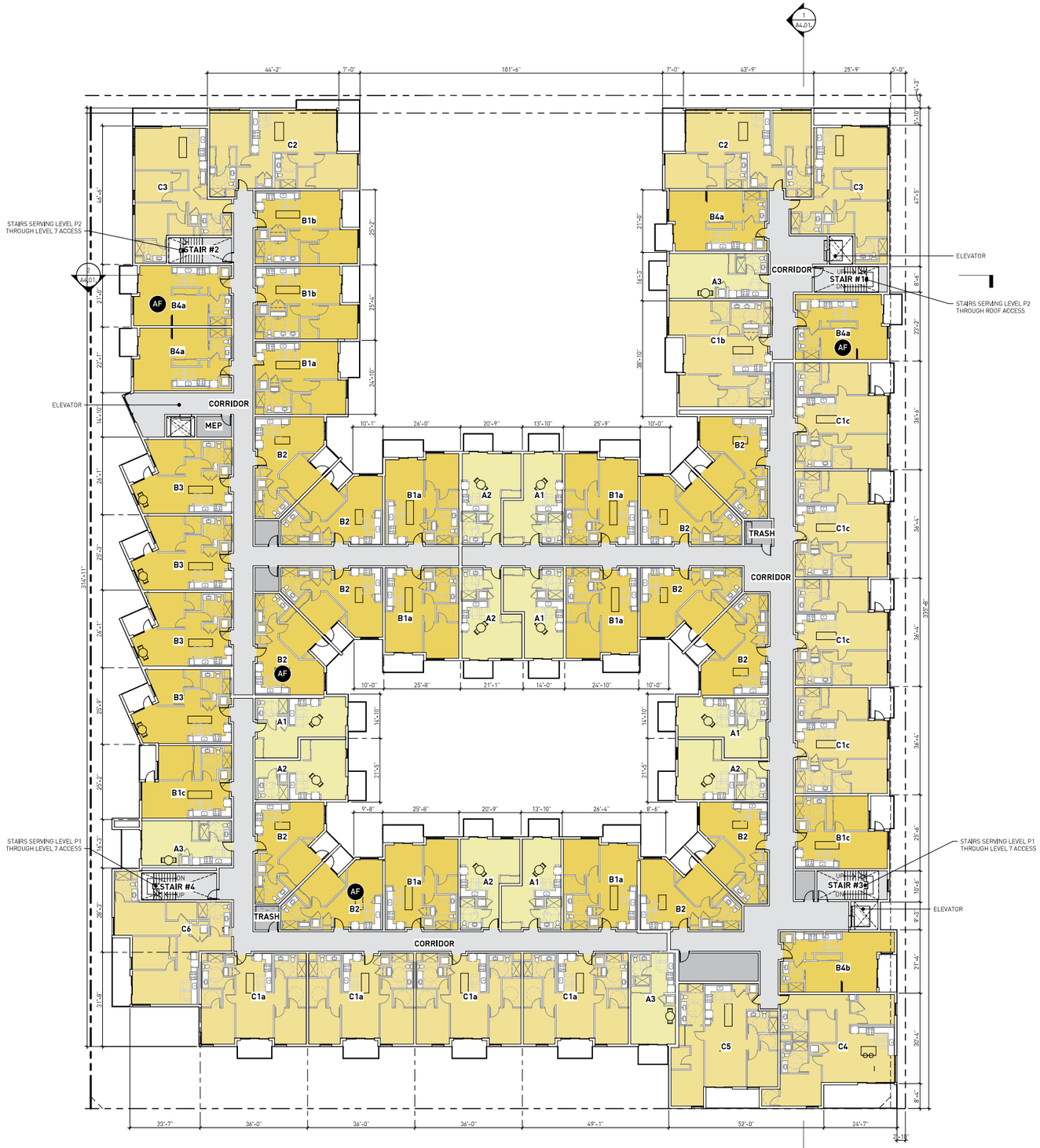

LEVEL 6 FLOOR PLAN! 1
1/16" = 1'-0"

AF INDICATES AFFORDABLE UNIT

STUDIO	PROPERTY LINE
1 BEDROOM	NEW PROPERTY LINE
2 BEDROOM	SET BACK LINE
LIVE/WORK	NEW DEDICATION LINE
AMENITY	OUTLINE OF BLDG. ABOVE
CIRCULATION	T TRANSFORMER
UTILITY	
DOOR CLEARANCE	

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ARCADIA CA 91006

REVISIONS
△ ISSUE DATE

PROJECT NUMBER: 20-301

FLOOR PLAN - LEVEL 6

ENTITLEMENT RESUBMITTAL #2: 09/22/21

141 A1.06.

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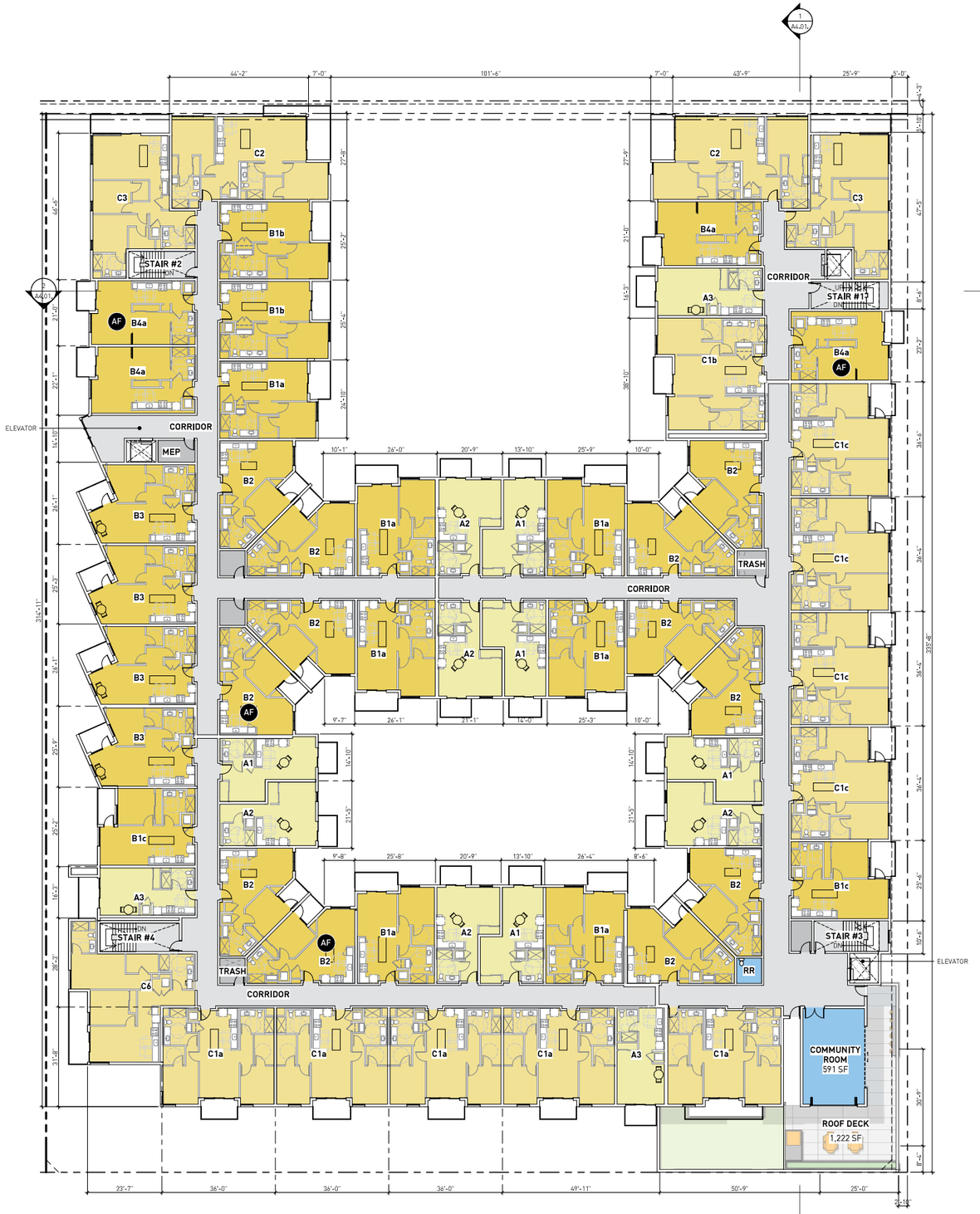
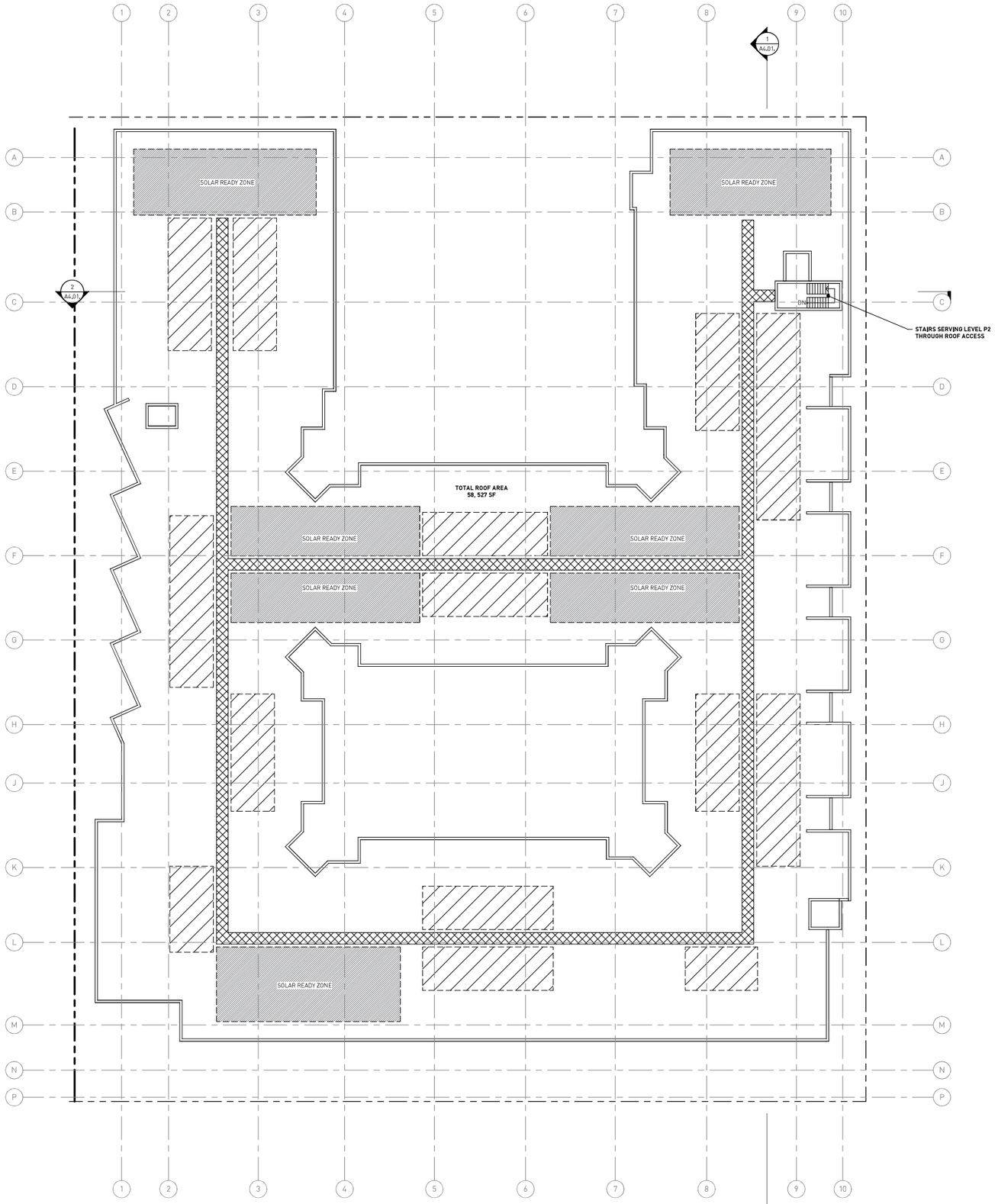
9/22/2021 10:47:22 AM


1
A4.01
44'-2"
7'-0"
101'-6"
7'-0"
43'-9"
25'-9"
5'-0"
C2
C3
B1b
B1b
B1a
STAIR #2
DN
AF
B4a
B4a
A4.01
ELEVATOR
CORRIDOR
MEP
B3
B3
B3
B3
B1c
A3
STAIR #4
DN
C6
TRASH
CORRIDOR
B2
B2
B1a
A2
A1
B1a
B2
B2
B2



ROOF PLAN 1
1/16" = 1'-0"

ROOF WALKWAY PATH

PROPOSED AREA FOR MECH CONDENSER UNITS

DEDICATED FUTURE SOLAR READY ZONE, 15% OF TOTAL ROOF AREA

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ROOF PLAN

ENTITLEMENT RESUBMITTAL #2: 09/22/21

A1.08.

C:\Local\Revit\ARCH\20301-ADR-Santa Anita Ave_Mixed Use_central.rvt
9/22/2021 10:47:29 AM

NORTH ELEVATION | 1

1/16" = 1'-0"

EAST ELEVATION | 2

1/16" = 1'-0"

GRAPHICS LEGEND

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EXTERIOR ELEVATIONS

ENTITLEMENT RESUBMITTAL #2: 09/22/21

C:\Local\Revit\ARCH-20301-R20-Santa Anita Ave_Mixed-Use_central_rvt
9/22/2021 10:07:39 AM

SOUTH ELEVATION | 1
1/16" = 1'-0"

SOUTH ELEVATION | 1
1/16" = 1'-0"

WEST ELEVATION | 2
1/16" = 1'-0"

GRAPHICS LEGEND

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EXTERIOR ELEVATIONS

 A3.02.

ENTITLEMENT RESUBMITTAL #2: 09/22/21

9/22/2021 10:47:45 AM
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NORTH COURTYARD ELEVATION | 1
1/16" = 1'-0"

GRAPHICS LEGEND

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PROJECT NUMBER: 20-301

EXTERIOR ELEVATIONS

A3.03.

ENTITLEMENT RESUBMITTAL #2: 09/22/21

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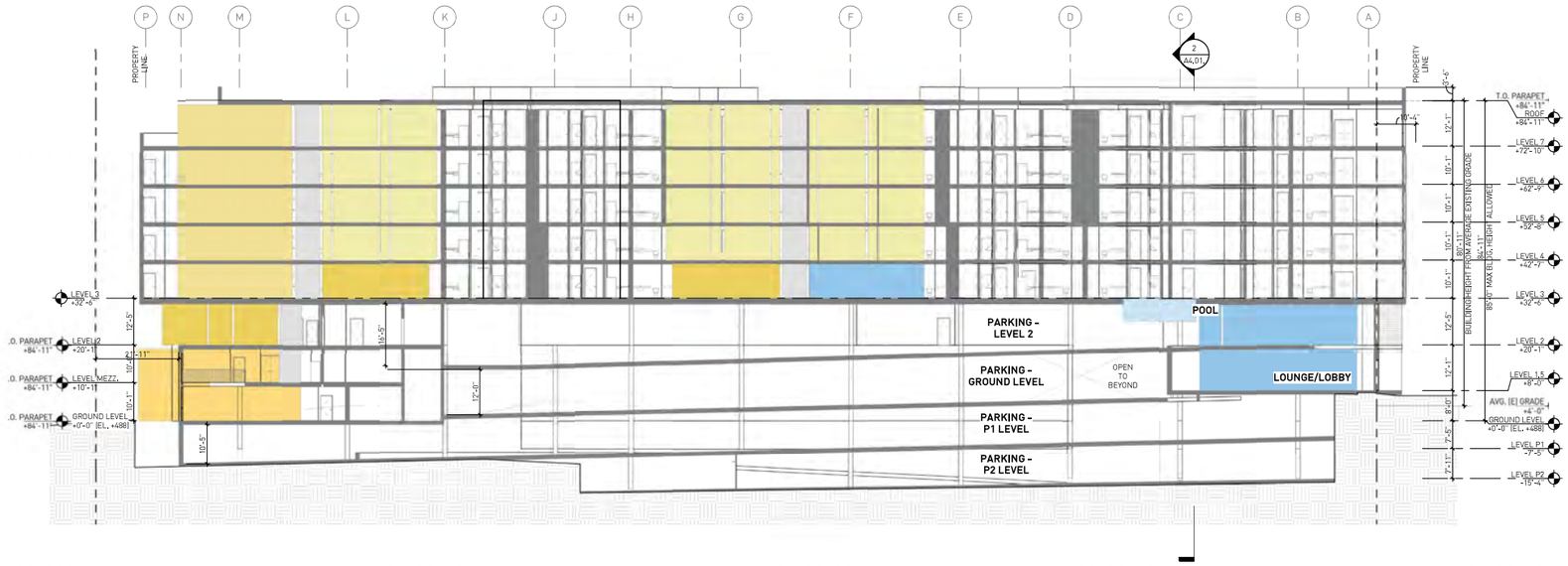
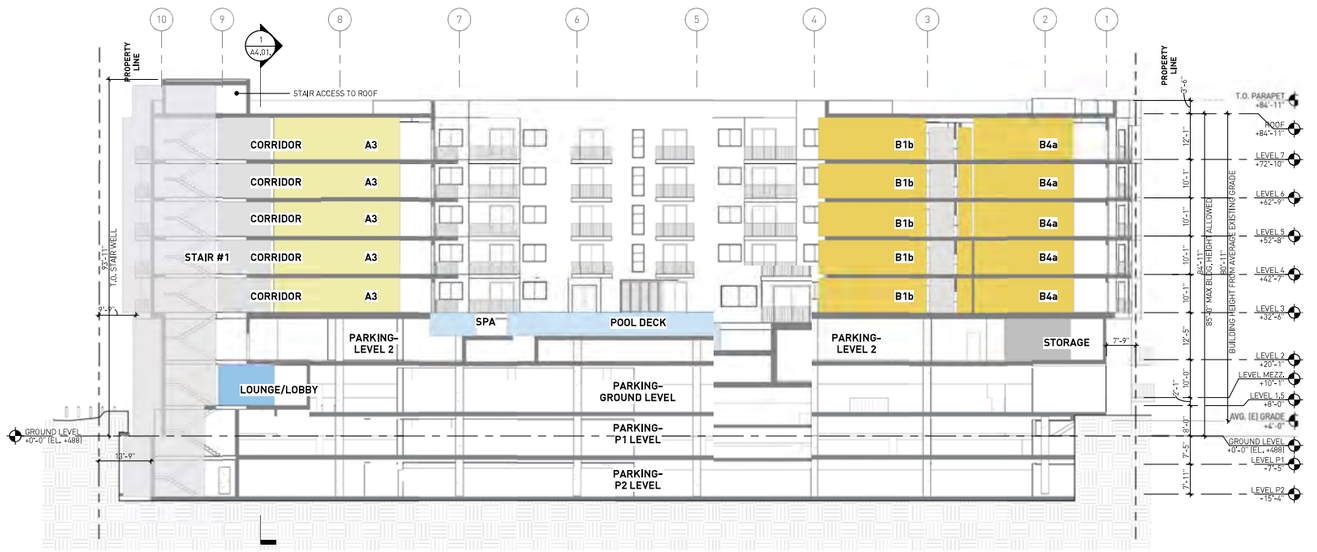


SECTION 1 | 1

1/16" = 1'-0"



SECTION 2 | 2

1/16" = 1'-0"

GRAPHICS LEGEND

- STUDIO
- 1 BEDROOM
- 2 BEDROOM
- LIVE/WORK
- AMENITY
- CIRCULATION
- UTILITY

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SECTIONS - BUILDING

ENTITLEMENT RESUBMITTAL #2: 09/22/21

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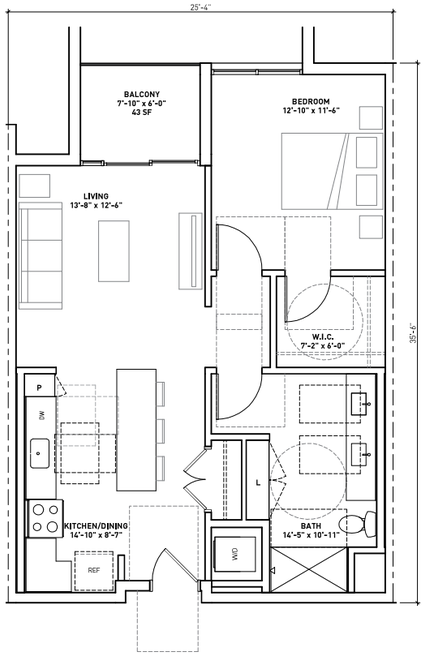
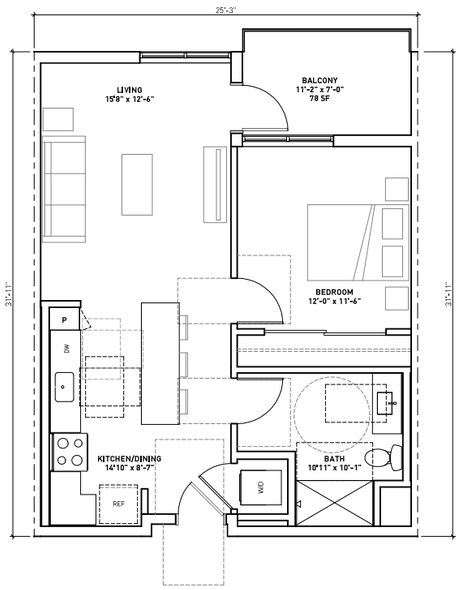


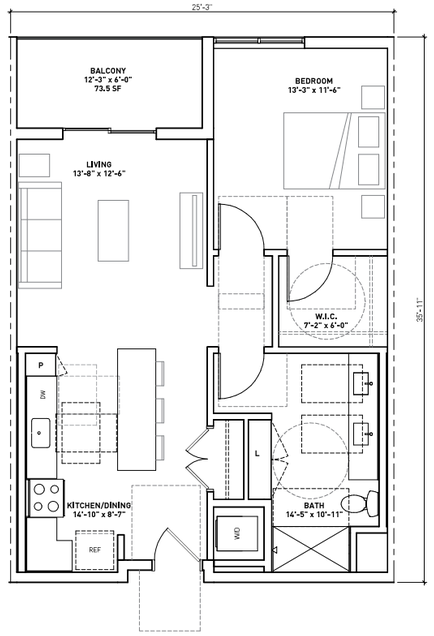
UNIT B1d (2 UNITS @ 820 S.F.) | 6

1/4" = 1'-0"



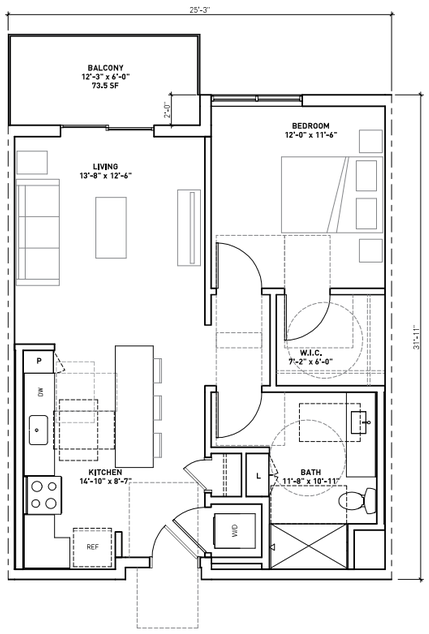
UNIT B1c (10 UNITS @ 738 S.F.) | 5

1/4" = 1'-0"



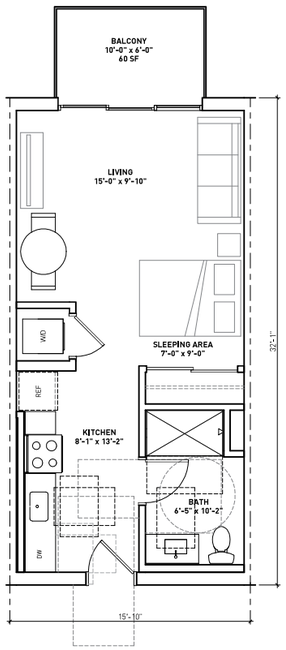
UNIT B1b (10 UNITS @ 827 S.F.) | 4

1/4" = 1'-0"



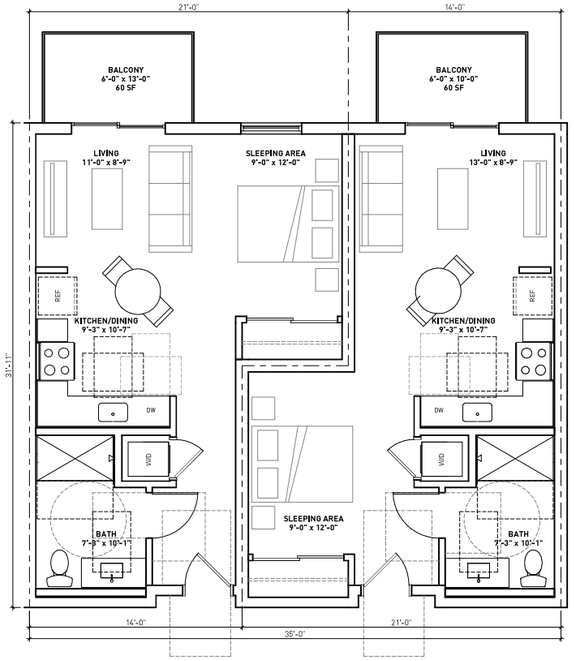
UNIT B1a (36 UNITS @ 776 S.F.) | 3

1/4" = 1'-0"



UNIT A3 (19 UNITS @ 508 S.F.) | 2

1/4" = 1'-0"



UNIT A1 & A2 (22 UNITS EACH @ 554 S.F.) | 1

1/4" = 1'-0"

GRAPHICS LEGEND

REF	REFRIGERATOR
D	DISHWASHER
W/D	WASHER / DRYER
W.I.C.	WALK IN CLOSET
P	PANTRY
L	LINEN
	LINE OF ACCESSIBILITY CLEAR SPACE

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ENLARGED PLANS

ENTITLEMENT RESUBMITTAL #2: 09/22/21

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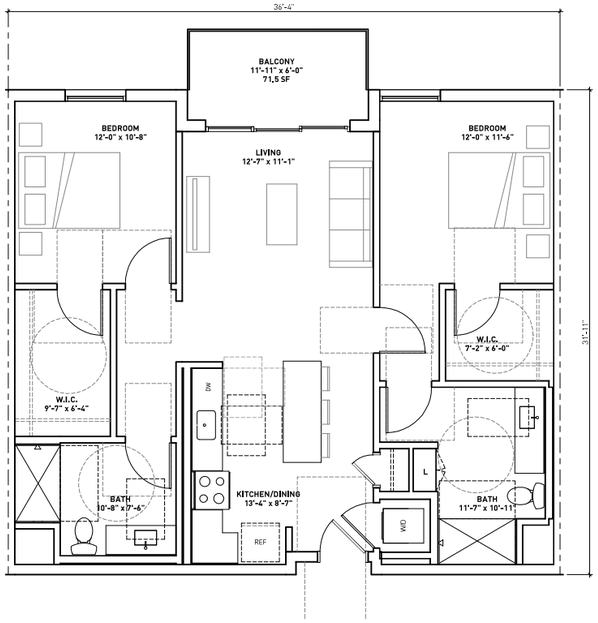
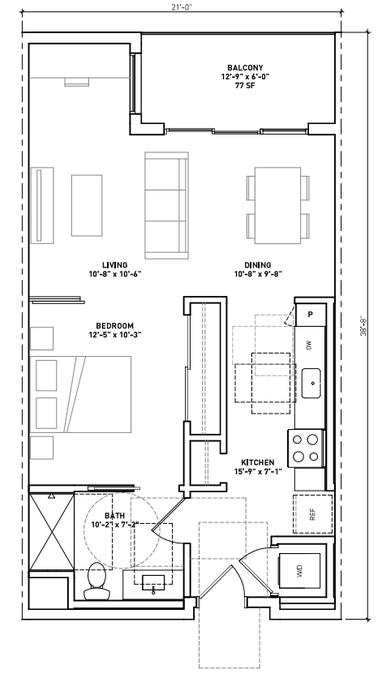


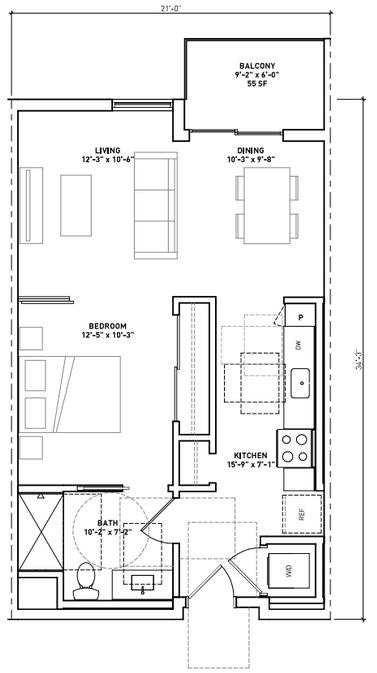
UNIT C1a (21 UNITS @ 1131 S.F.) | **6**

1/4" = 1'-0"



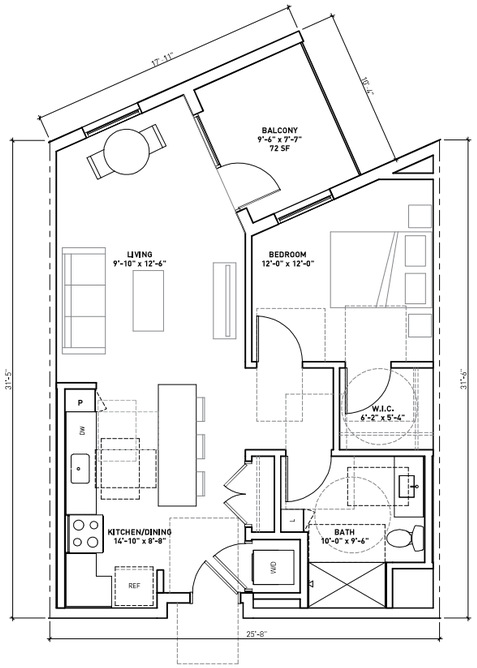
UNIT B4b (4 UNITS @ 729 S.F.) | **5**

1/4" = 1'-0"



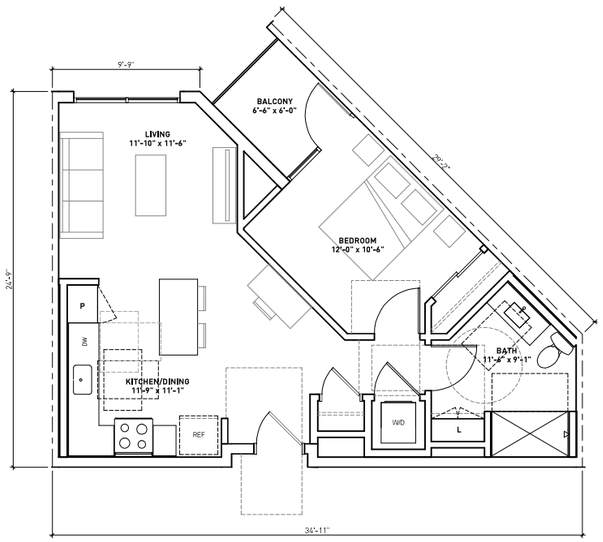
UNIT B4a (20 UNITS @ 696 S.F.) | **4**

1/4" = 1'-0"



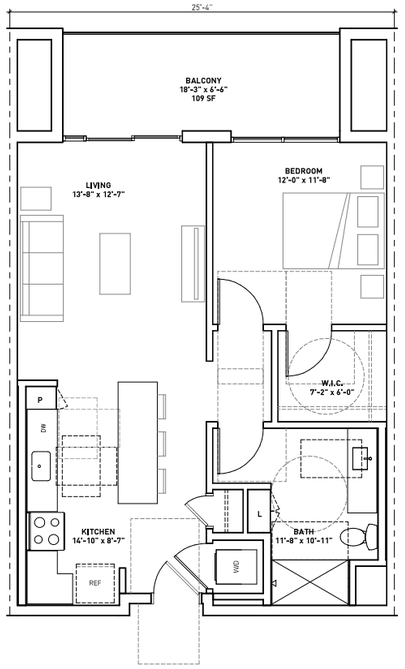
UNIT B3 (20 UNITS @ 784 S.F.) | **3**

1/4" = 1'-0"



UNIT B2 (60 UNITS @ 708 S.F.) | **2**

1/4" = 1'-0"



UNIT B1e (6 UNITS @ 805 S.F.) | **1**

1/4" = 1'-0"

GRAPHICS LEGEND

REF	REFRIGERATOR
D	DISHWASHER
W/D	WASHER / DRYER
W.I.C.	WALK IN CLOSET
P	PANTRY
L	LINEN
	LINE OF ACCESSIBILITY CLEAR SPACE

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ENTITLEMENT RESUBMITTAL #2: 09/22/21

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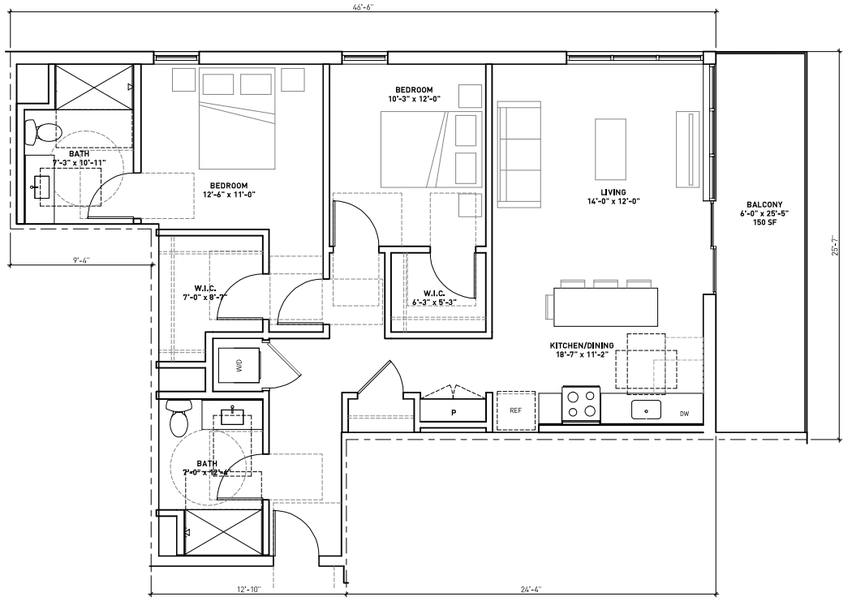
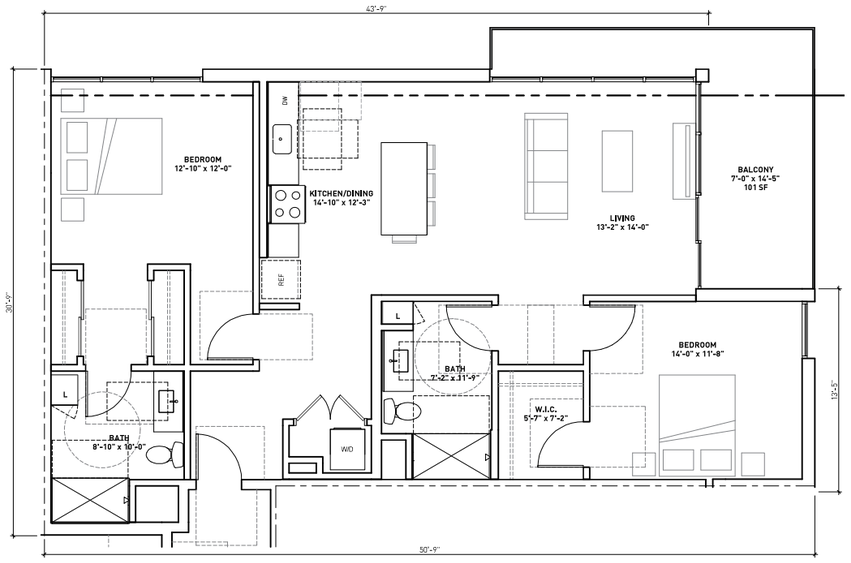


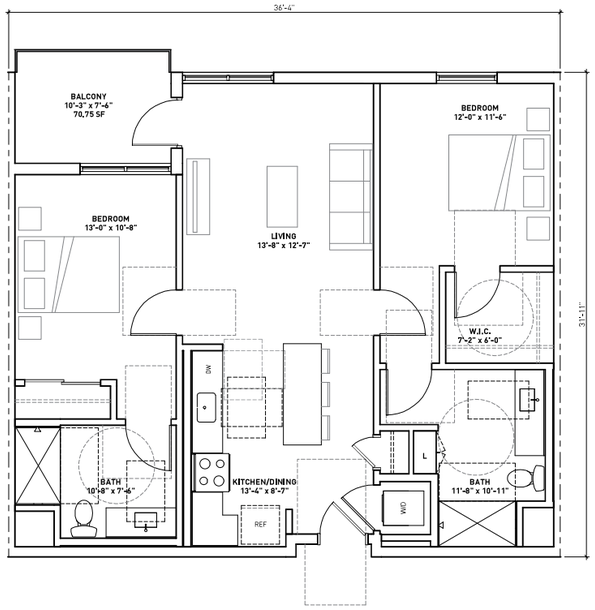
UNIT C3 (10 UNITS @ 1162 S.F.) | 4

1/4" = 1'-0"



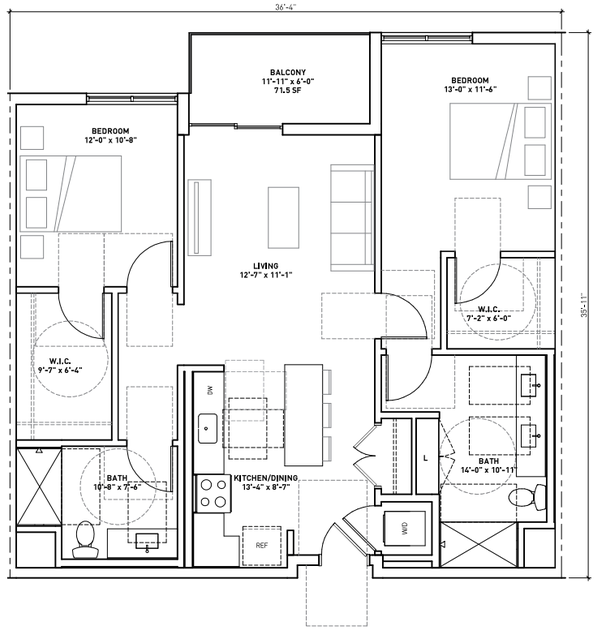
UNIT C2 (10 UNITS @ 1318 S.F.) | 3

1/4" = 1'-0"



UNIT C1c (20 UNITS @ 1091 S.F.) | 2

1/4" = 1'-0"



UNIT C1b (5 UNITS @ 1182 S.F.) | 1

1/4" = 1'-0"

GRAPHICS LEGEND

REF	REFRIGERATOR
D	DISHWASHER
W/D	WASHER / DRYER
W.I.C.	WALK IN CLOSET
P	PANTRY
L	LINEN
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150 A6.03.

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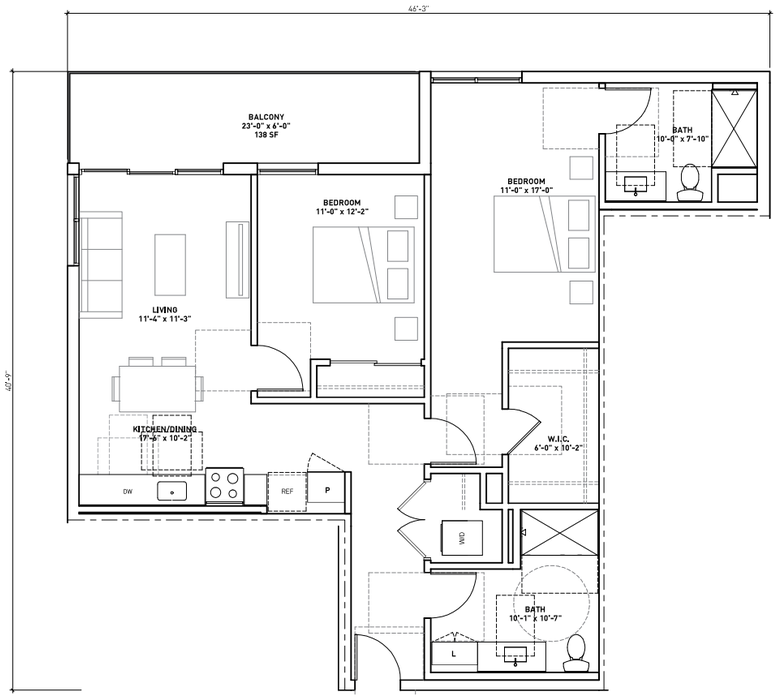
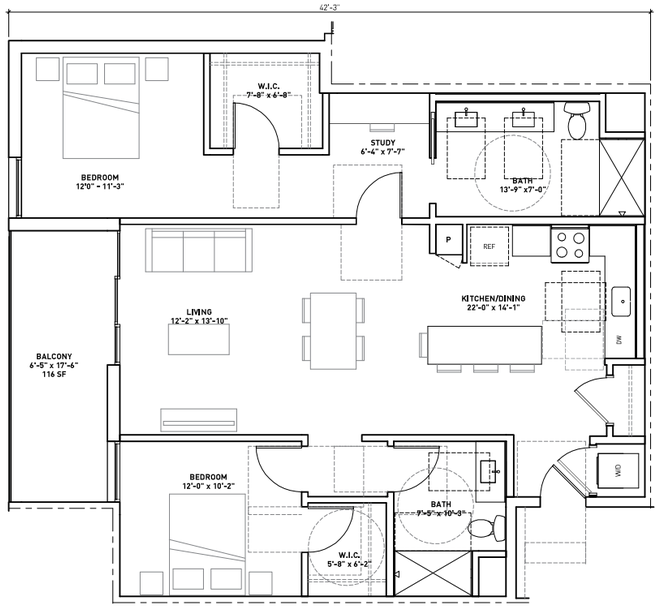


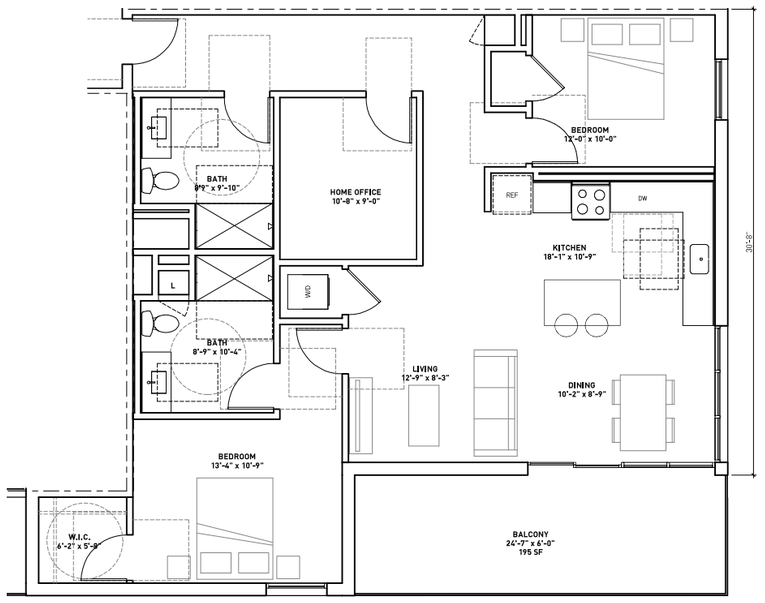
UNIT C6 (5 UNITS @ 1202 S.F.) **3**

1/4" = 1'-0"



UNIT C5 (4 UNITS @ 1279 S.F.) **2**

1/4" = 1'-0"



UNIT C4 (4 UNITS @ 1382 S.F) **1**

1/4" = 1'-0"

GRAPHICS LEGEND

REF	REFRIGERATOR
D	DISHWASHER
W/D	WASHER / DRYER
W.I.C.	WALK IN CLOSET
P	PANTRY
L	LINEN
	LINE OF ACCESSIBILITY CLEAR SPACE

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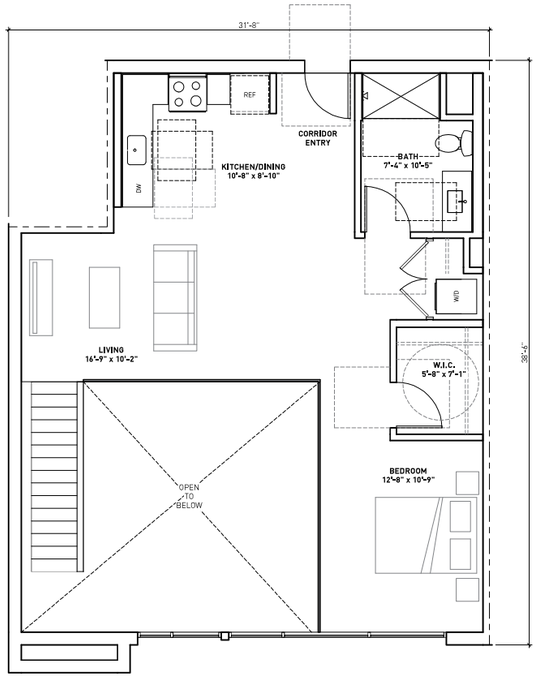
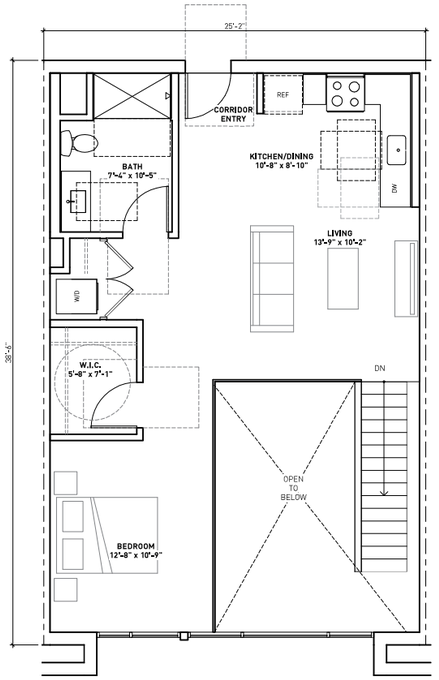


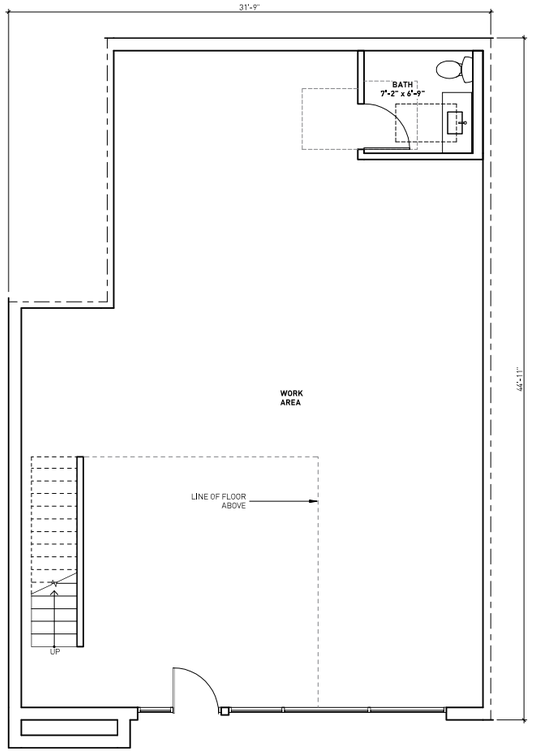
UNIT LW-1b MEZZ. | 4

1/4" = 1'-0"



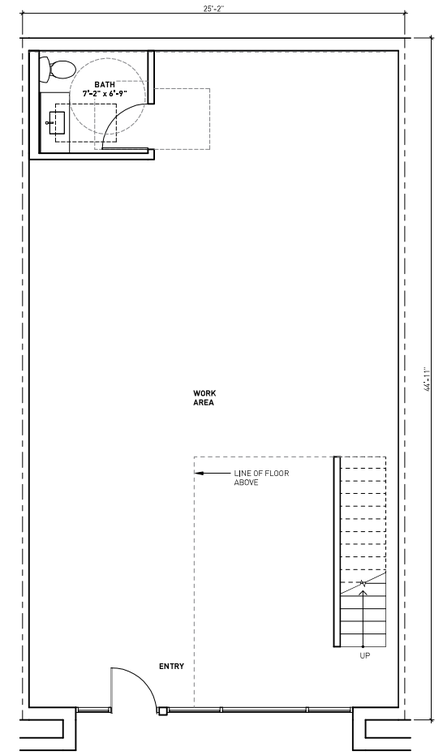
UNIT LW-1 MEZZ. | 2

1/4" = 1'-0"



UNIT LW-1b (1 UNITS @ 2447 S.F.) | 3

1/4" = 1'-0"



UNIT LW-1 (5 UNITS @ 1858 S.F.) | 1

1/4" = 1'-0"

GRAPHICS LEGEND

REF	REFRIGERATOR
D	DISHWASHER
W/D	WASHER / DRYER
W.I.C.	WALK IN CLOSET
P	PANTRY
L	LINEN
	LINE OF ACCESSIBILITY CLEAR SPACE

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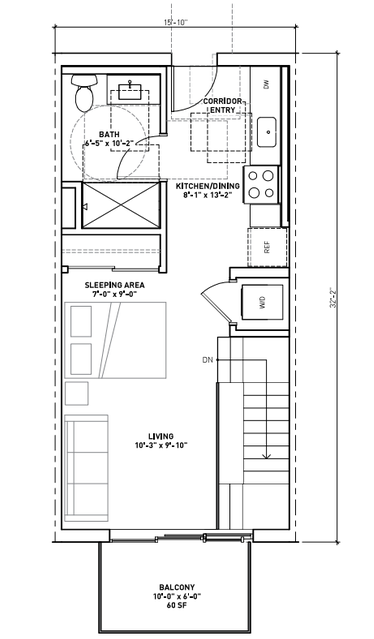
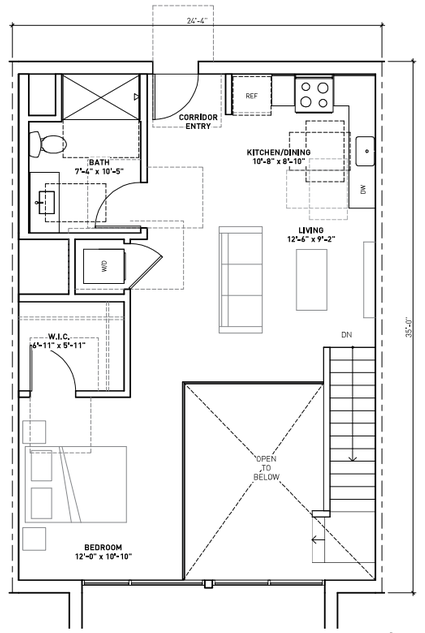


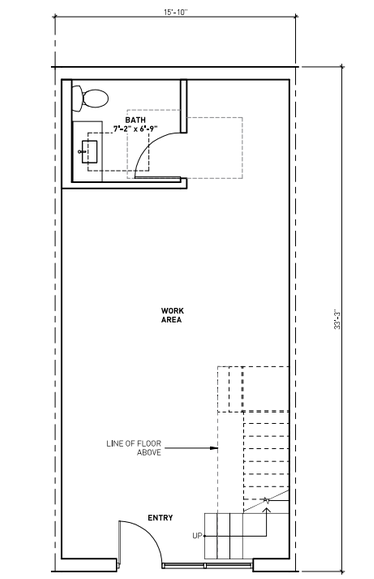
UNIT LW-3 MEZZ. | 4

1/4" = 1'-0"



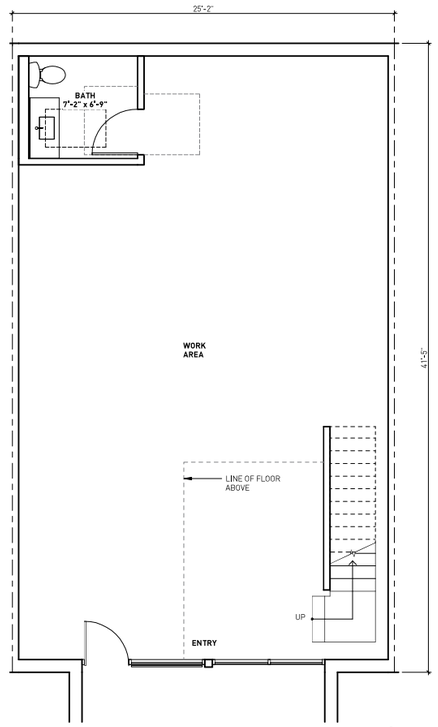
UNIT LW-2 MEZZ. | 2

1/4" = 1'-0"



UNIT LW-3 (1 UNIT @ 1100 S.F) | 3

1/4" = 1'-0"



UNIT LW-2 (2 UNITS @ 1704 S.F) | 1

1/4" = 1'-0"

GRAPHICS LEGEND

REF	REFRIGERATOR
D	DISHWASHER
W/D	WASHER / DRYER
W.I.C.	WALK IN CLOSET
P	PANTRY
L	LINEN
	LINE OF ACCESSIBILITY CLEAR SPACE

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150 N. SANTA ANITA AVE.
ARCADIA CA 91006

REVISIONS

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PROJECT NUMBER: 20-301

ENLARGED PLANS

153 A6.06.

ENTITLEMENT RESUBMITTAL #2: 09/22/21

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EXTERIOR RENDERINGS

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EXTERIOR RENDERINGS

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EXTERIOR RENDERINGS

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EXTERIOR RENDERINGS

157 A7.04

ENTITLEMENT RESUBMITTAL #2: 09/22/21

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GROUND "WORK" LEVEL

MEZZANINE "LIVE" LEVEL

RENDERED LIVE/WORK FLOOR PLANS | 1
1/4" = 1'-0"

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LIVE/WORK RENDERINGS

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LIVE/WORK RENDERINGS

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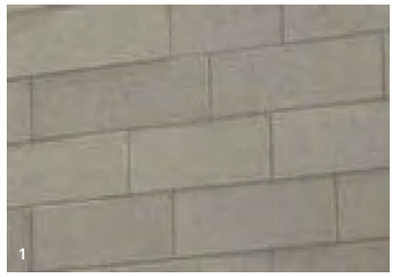
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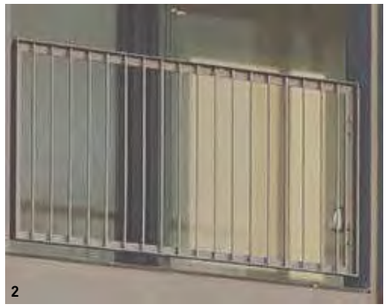
2

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10

11

12

1 STONE TILE VENEER
2 PAINTED METAL GUARDRAIL
3 ARCHTIECTURAL FINISHED CONCRETE
4 DARK BRONZE STOREFRONT
5 VERTICAL SIDING WITH WOOD-LIKE FINISH
6 GLASS GUARDRAIL
7 CEMENT PLASTER FINISH (STUCCO)
8 PERFORATED METAL PANEL
9 DECORATIVE WOOD-LIKE METAL SCREEN
10 COLOR SWATCH: EXTERIOR PLASTER - DARK GRAY
11 COLOR SWATCH: EXTERIOR PLASTER - WHITE SAND
12 COLOR SWATCH: EXTERIOR PLASTER - LIGHT GRAY

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MATERIAL COLOR BOARD

ENTITLEMENT RESUBMITTAL: 07/30/21

7/28/2021 2:39:09 PM
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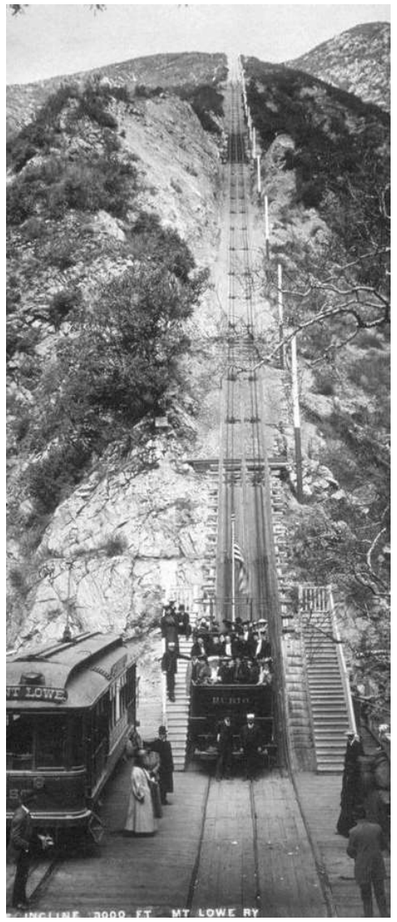
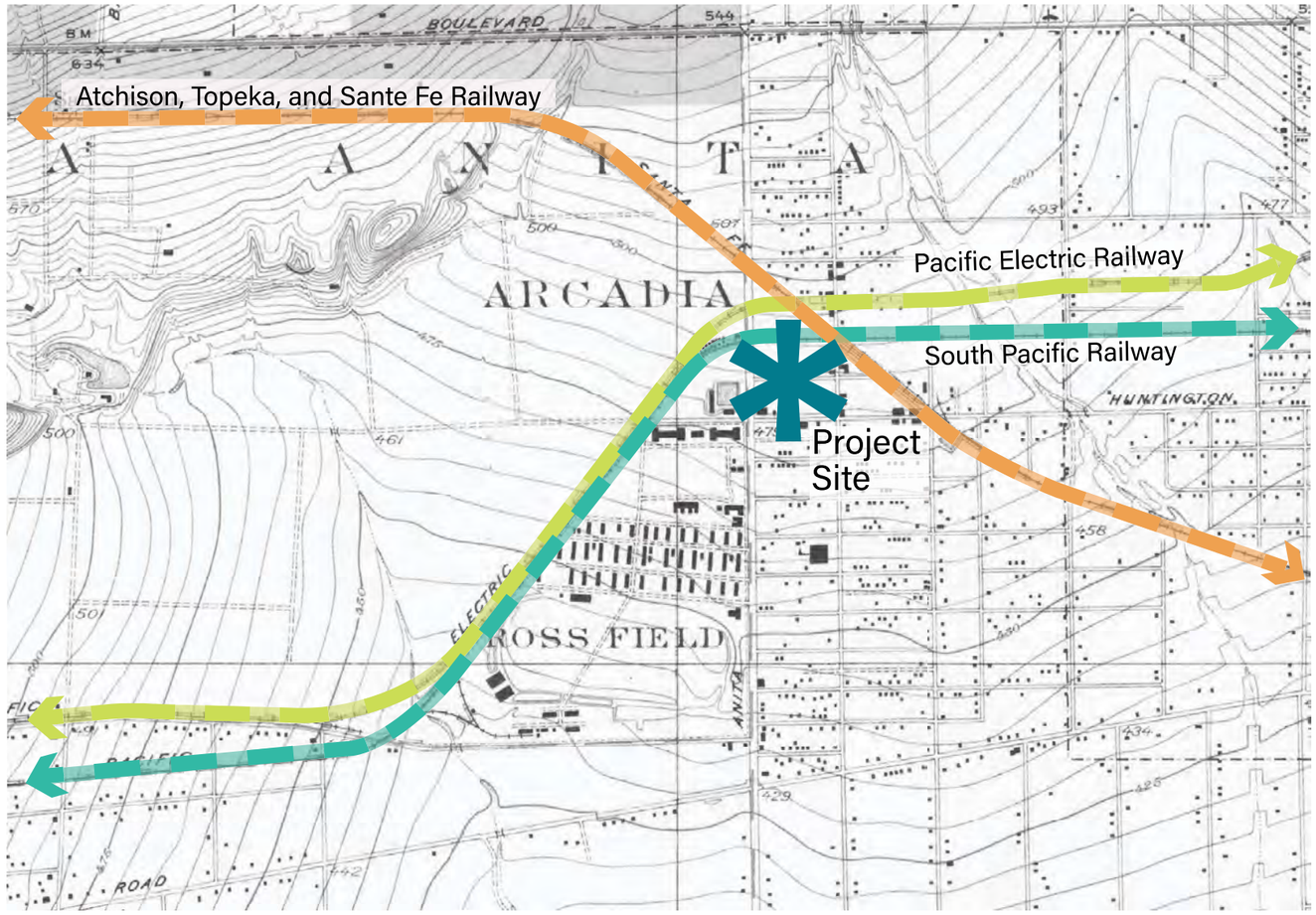
Gateway to the Past & Future

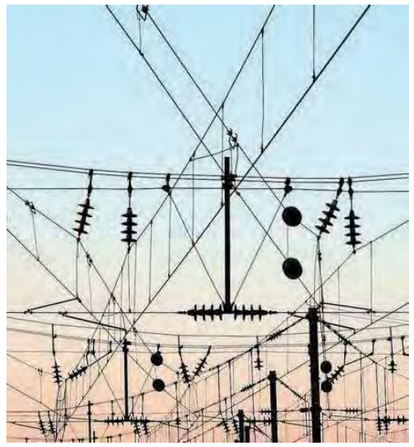
Historically, Arcadia was located at the confluence of three major railways. In the early 20th century it was a hub of activity for transportation, entertainment, and ranch production. Through time, a diversity of mixed uses established a unique fabric to Arcadia, continuing to this day.

To the north, the San Gabriel Mountains rise with foothills rich in oak woodlands and chaparral. To the west lay major points of interest including the LA Arboretum, Santa Anita Race Track, Golf Course, and Arcadia County Park. To the south and east, residences and businesses run throughout the historic rancho lands.

Drawing from this rich history of railways, ranches, and the immmediate connection to the foothills & oak woodlands - Alexan Arcadia is positioned to become a gateway to Arcadia's Downtown and surrounding amenities. The project creates relief from busy adjacent streets, supports a paseo with flexible uses, and introduces space for rejuvenation for both the public and residents to enjoy.







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150 N. SANTA ANITA AVE.
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REVISIONS
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PROJECT NUMBER: 20-301

CONCEPT NARRATIVE

ENTITLEMENT SUBMITTAL: 05/23/21

L0.01

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Legend

Chantry Flats (Paseo)
- Identity and Wayfinding
- Minimized Vehicular Access
- Flexible Pedestrian Space
- Trees and Enhanced Plantings
- Enhanced Paving
- Lighting
- Bicycle Parking

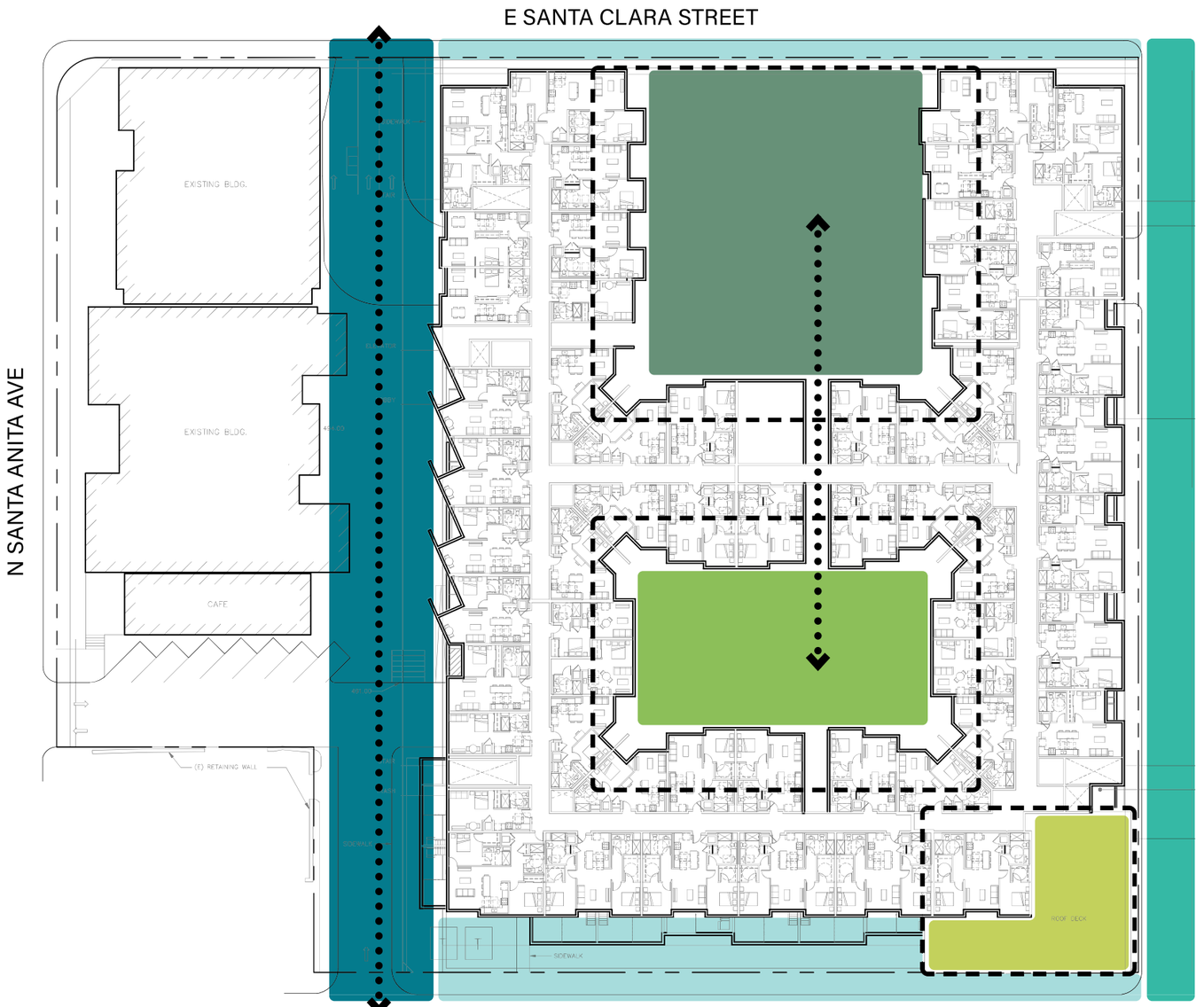
South Pacific Corridor (Alley)
- Identity and Wayfinding
- Screen Planting
- Artistic Vertical Screens

Oakwood Promenades
- Identity and Wayfinding
- Street Trees and Parkway Planting
- Seating

The Springs (Active Court)
- Pool and Spa
- Transparent Pool Fencing
- Cabanas + Variety of Seating
- Outdoor Kitchen & Dining
- Fire Pits & Lounge Furniture
- Entertainment Walls
- Gaming Tables
- Views to Foothills

The Meadows (Passive Court)
- Flexible Turf Panel
- Fire Pits & Lounge Furniture
- Outdoor Kitchen & Dining
- Arboretum Inspired Gardens
- Connectivity to Patios

The Overlook (Roof Deck)
- Fire Pits & Lounge Furniture
- Views to Downtown Arcadia



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REVISIONS

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CONCEPT DIAGRAM

0 10 20 40

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L0.02

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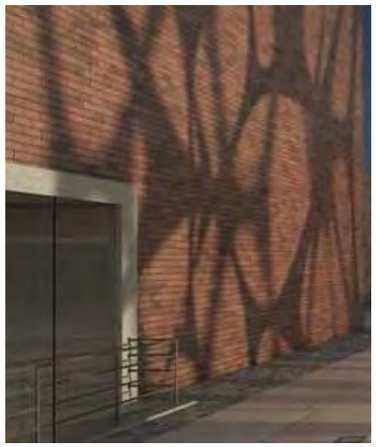
Chantry Flats (Paseo)

- Identity and Wayfinding
- Minimized Vehicular Access
- Flexible Pedestrian Space
- Trees and Enhanced Plantings
- Enhanced Paving
- Lighting
- Bicycle Parking

South Pacific Corridor (Alley)

- Pedestrain Friendly
- Identity and Wayfinding
- Screen Planting
- Artistic Vertical Screens



Oakwood Promenades

- Identity and Wayfinding
- Street Trees and Parkway Planting
- Seating

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CONCEPT IMAGERY

L0.03

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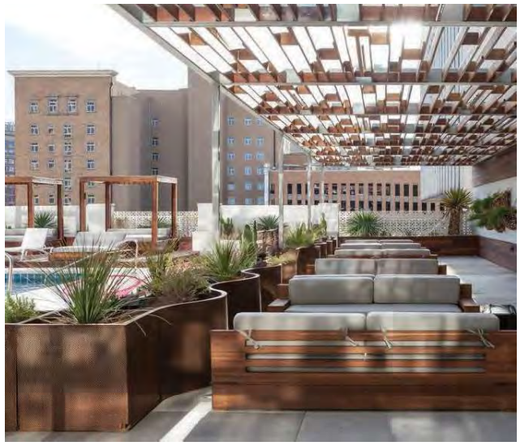
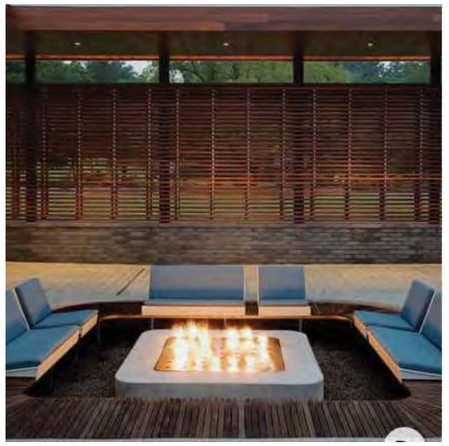
The Springs (Active Court)

- Pool and Spa
- Transparent Pool Fencing
- Cabanas + Variety of Seating
- Outdoor Kitchen & Dining
- Fire Pits & Lounge Furniture
- Entertainment Walls
- Gaming Tables
- Views to Foothills



The Meadows (Passive Court)

- Flexible Turf Panel
- Fire Pits & Lounge Furniture
- Outdoor Kitchen & Dining
- Arboretum Inspired Gardens
- Connectivity to Patios



The Overlook (Roof Deck)

- Fire Pits & Lounge Furniture
- Views to Downtown Arcadia

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CONCEPT IMAGERY

L0.04

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Legend

1 Chantry Flats (Paseo)
- Identity and Wayfinding
- Minimized Vehicular Access
- Flexible Pedestrian Space
- Trees and Enhanced Plantings
- Enhanced Paving
- Lighting
- Bicycle Parking

2 South Pacific Corridor (Alley)
- Pedestrian Friendly
- Identity and Wayfinding
- Screen Planting
- Artistic Vertical Screens

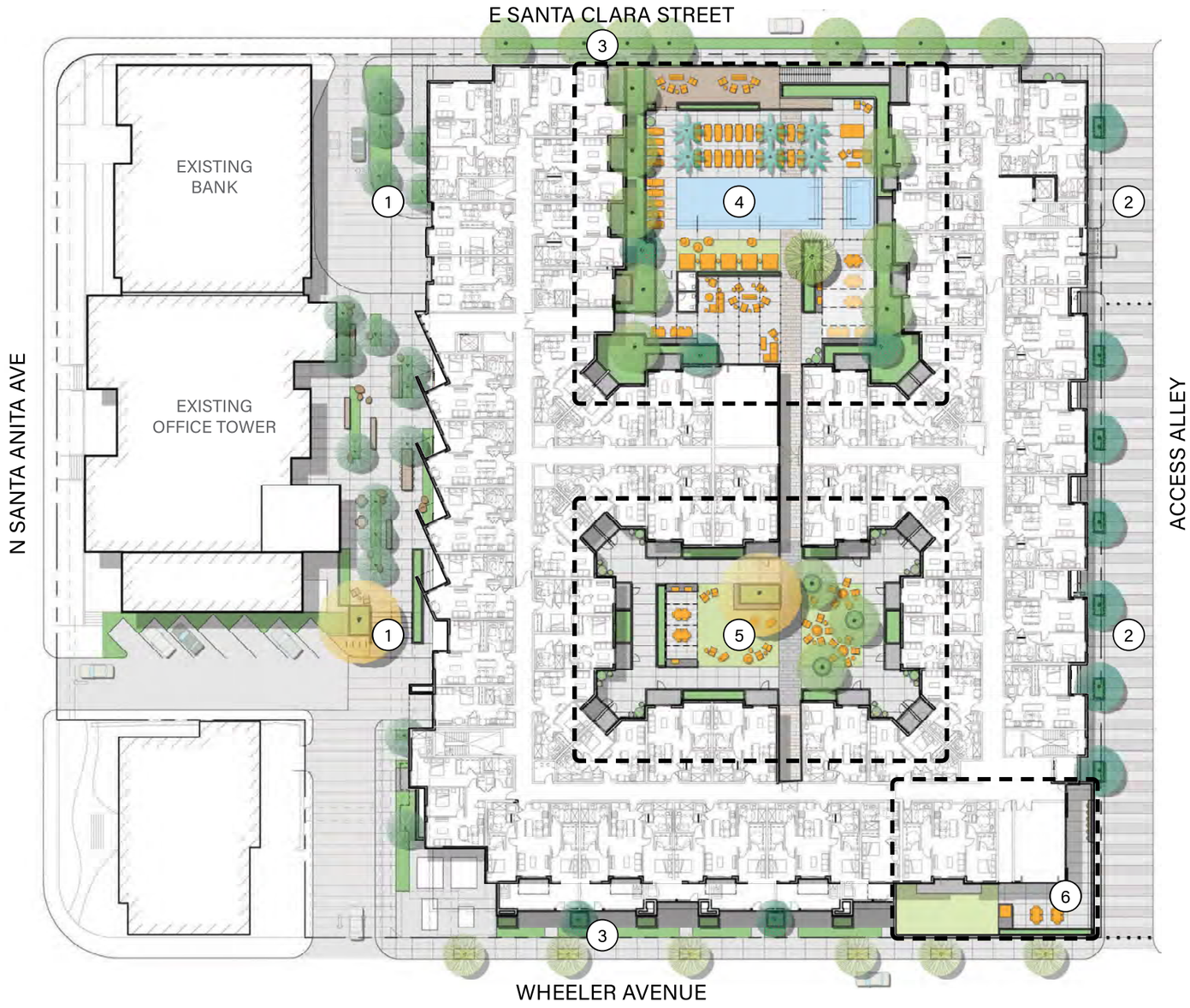
3 Oakwood Promenades
- Identity and Wayfinding
- Street Trees and Parkway Planting (Santa Clara St.)
- Existing Trees in Decomposed Granite (Wheeler Ave.)
- Seating

4 The Springs (Active Court)
- Pool and Spa
- Transparent Pool Fencing
- Cabanas + Variety of Seating
- Outdoor Kitchen & Dining
- Fire Pits & Lounge Furniture
- Entertainment Walls
- Gaming Tables
- Views to Foothills

5 The Meadows (Passive Court)
- Flexible Turf Panel
- Fire Pits & Lounge Furniture
- Outdoor Kitchen & Dining
- Arboretum Inspired Gardens
- Connectivity to Patios

6 The Overlook (Roof Deck)
- Fire Pits & Lounge Furniture
- Views to Downtown Arcadia

NOTE: Refer to L200 sheet for Planting Plan Information



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130 N. SANTA ANITA AVE.
ARCADIA CA 00000

REVISIONS
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PROJECT NUMBER: 20-301

OVERALL SITE PLAN

0 10 20 40

ENTITLEMENT SUBMITTAL: 05/23/21

L1.00

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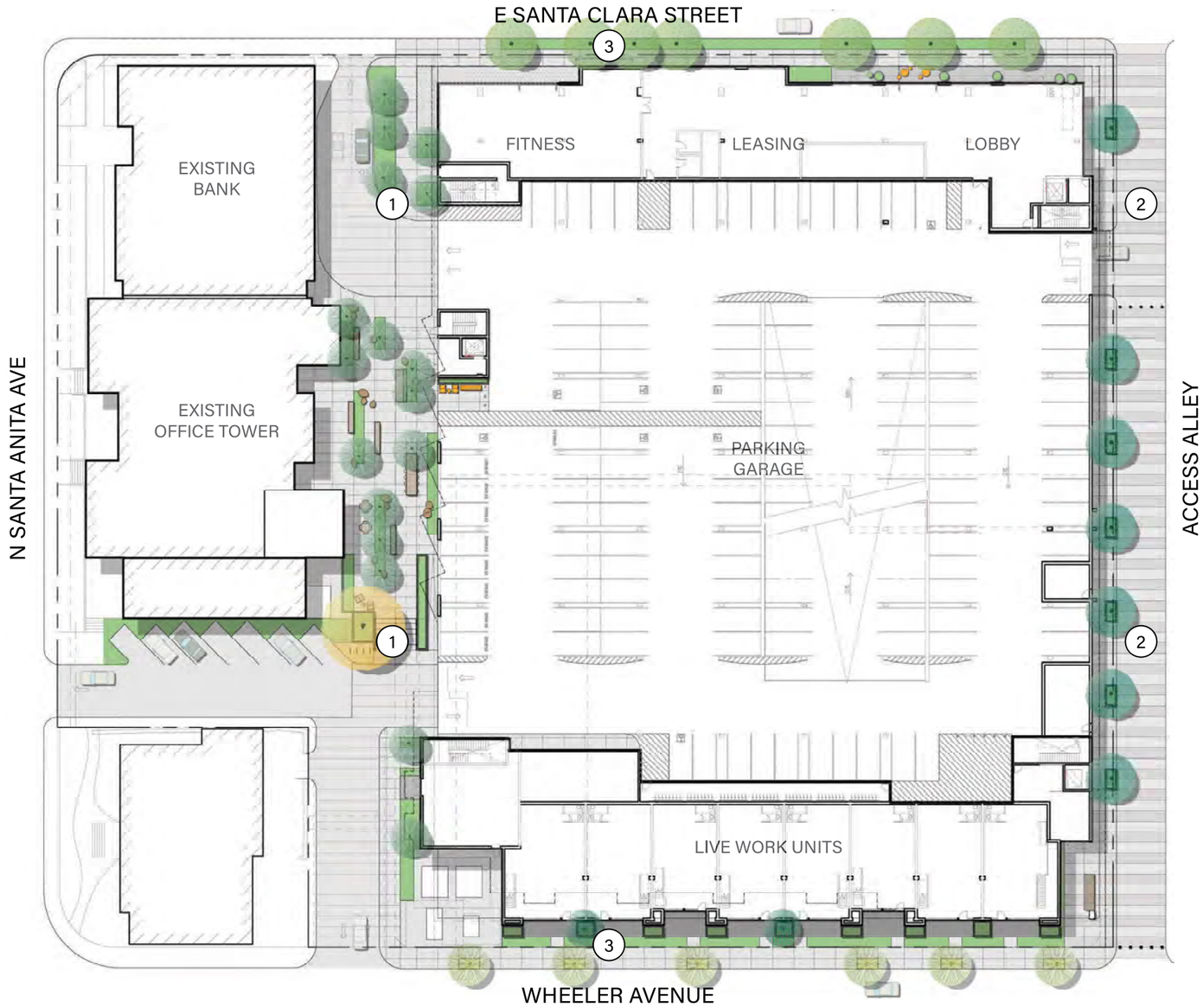
Legend

(1) Chantry Flats (Paseo)
- Identity and Wayfinding
- Minimized Vehicular Access
- Flexible Pedestrian Space
- Trees and Enhanced Plantings
- Enhanced Paving
- Lighting
- Bicycle Parking

(2) South Pacific Corridor (Alley)
- Pedestrian Friendly
- Identity and Wayfinding
- Screen Planting
- Artistic Vertical Screens

(3) Oakwood Promenades
- Identity and Wayfinding
- Street Trees and Parkway Planting (Santa Clara St.)
- Existing Trees in Decomposed Granite (Wheeler Ave.)
- Seating

NOTE: Refer to L102 and L103 for Plan Enlargements



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OVERALL GROUND LEVEL PLAN

0 10 20 40

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L1.01

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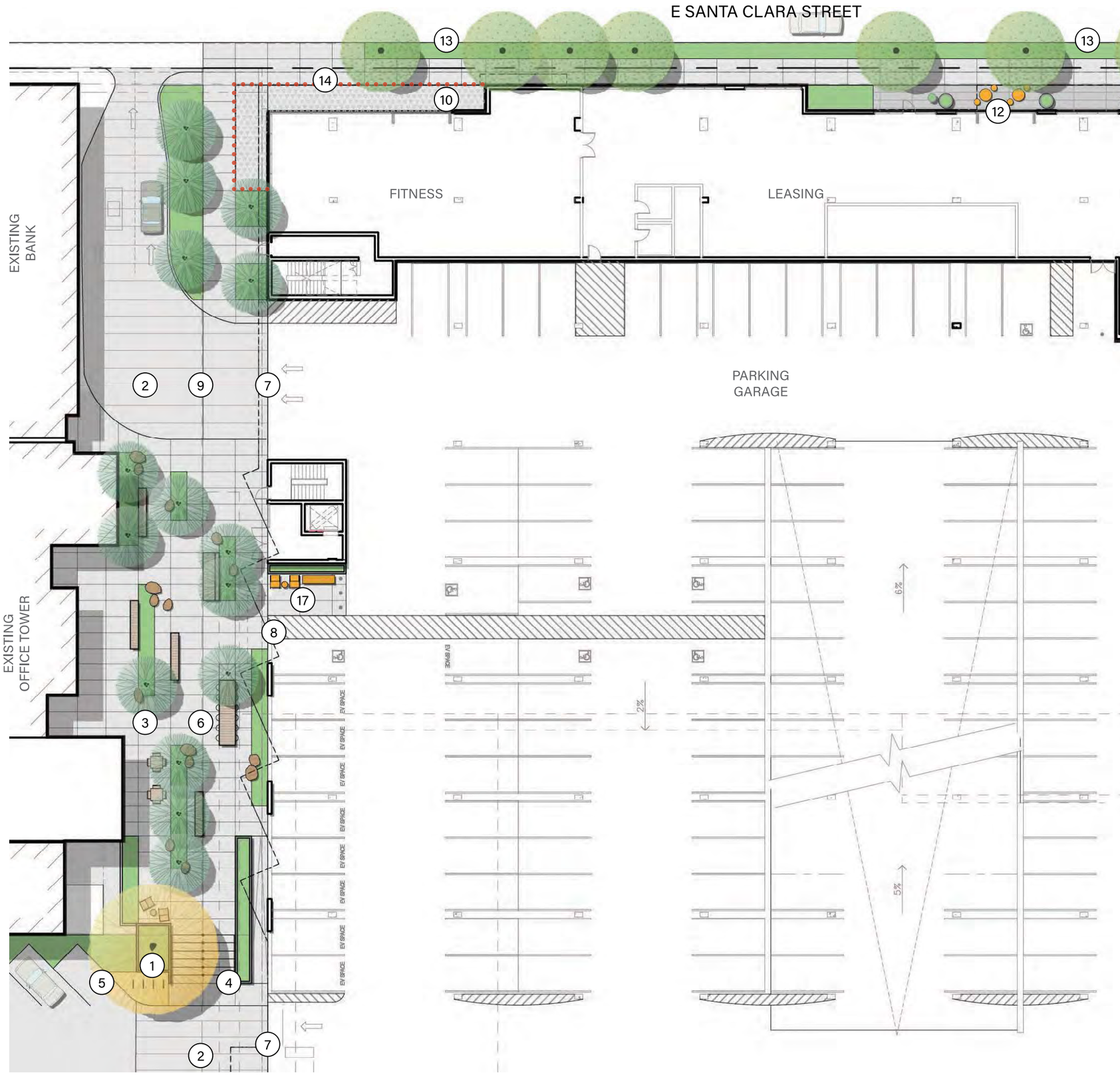

Legend

1. Signage / Wayfinding
2. Concrete Paving
3. Enhanced Concrete Paving
4. Stairs and Ramp
5. Bicycle Parking
6. Fixed Furniture
7. Garage Entry / Exit
8. Garage / Pedestrian Connection
9. Bank Drive
10. Outdoor Fitness
11. Concrete w/ TopCast Finish and Sawcut Pattern
12. Lobby Dining
13. Parkway with Street Trees
14. Fencing
15. Raised Planter with Trees
16. Retractable Bollards
17. Garage Loggia / Seating Area

0 5 10 20

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ENLARGEMENT - GROUND LEVEL - PASEO & SANTA CLARA ST

L1.02

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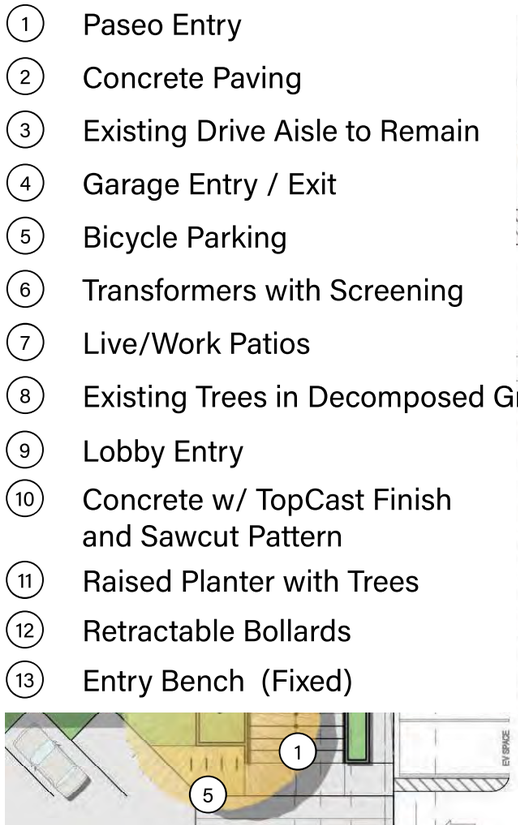
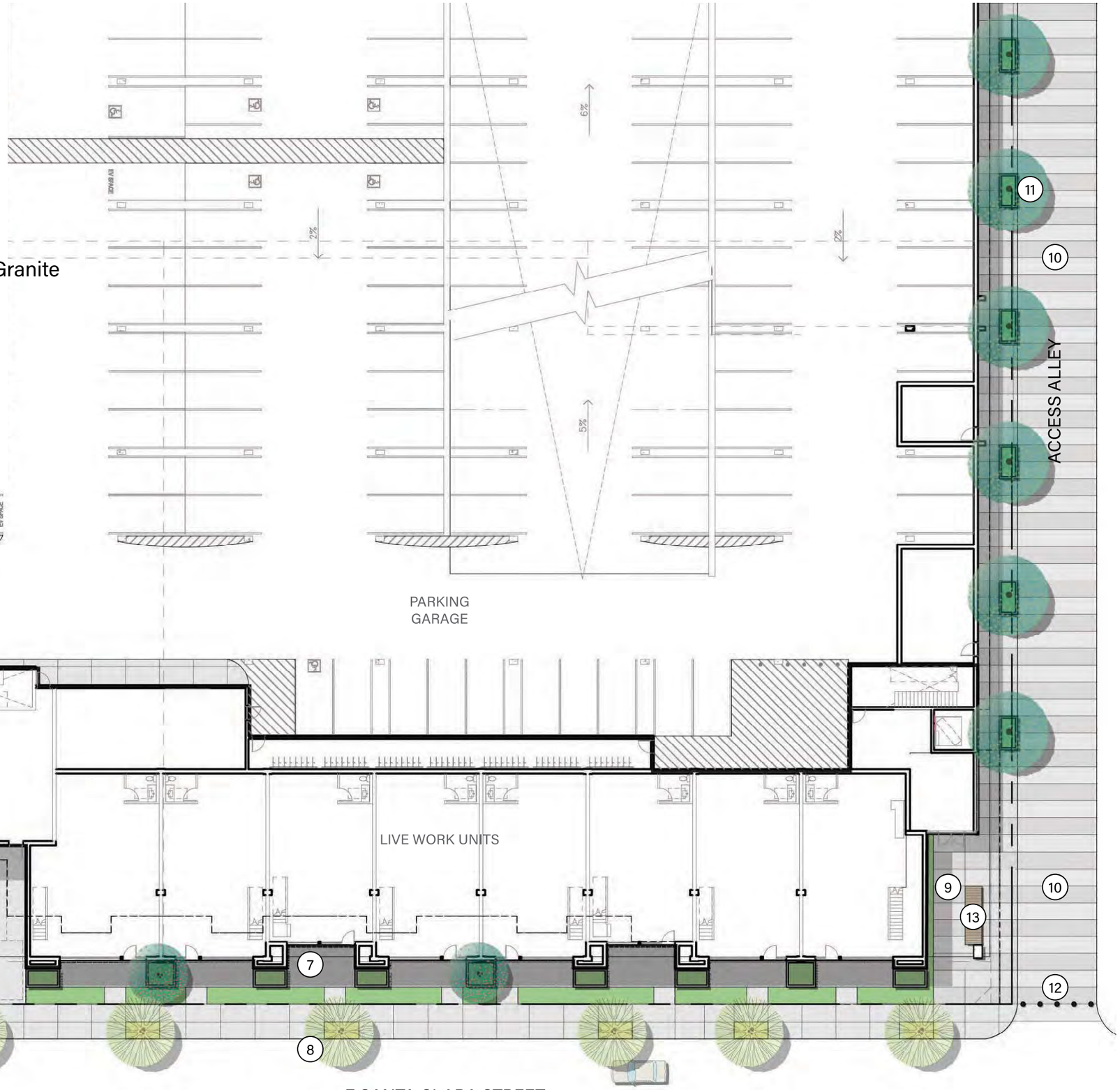
Legend

1. Paseo Entry
2. Concrete Paving
3. Existing Drive Aisle to Remain
4. Garage Entry / Exit
5. Bicycle Parking
6. Transformers with Screening
7. Live/Work Patios
8. Existing Trees in Decomposed Granite
9. Lobby Entry
10. Concrete w/ TopCast Finish and Sawcut Pattern
11. Raised Planter with Trees
12. Retractable Bollards
13. Entry Bench (Fixed)





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ENLARGEMENT - GROUND LEVEL - WHEELER AVENUE & ACCESS ALLEY

L1.03

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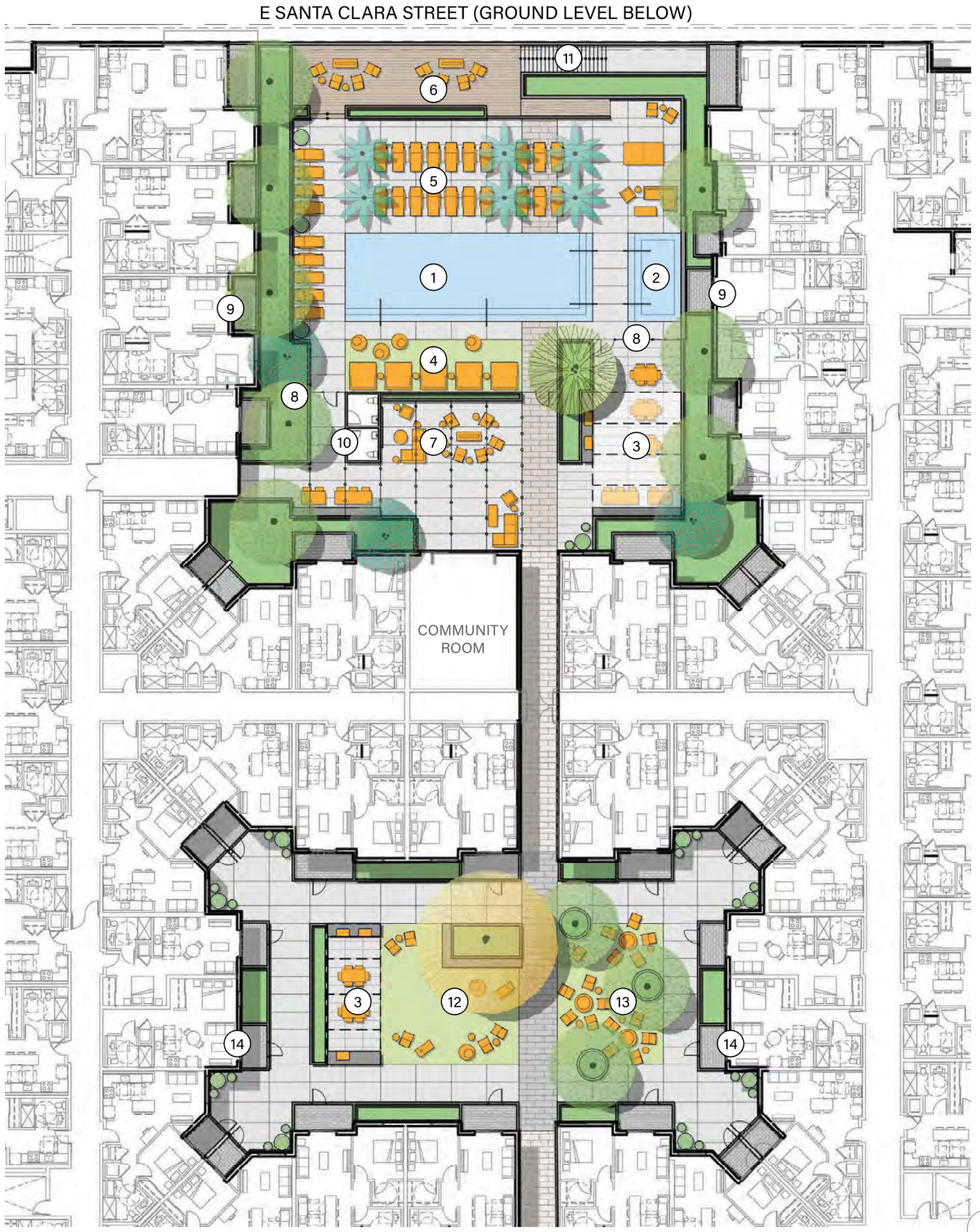
Legend

1. Pool
2. Spa
3. Overhead Structure with Cooking and Dining
4. Synthetic Turf with Lounge Seating
5. Pool Deck with Chaise Lounges
6. Raised Deck with Fire Pits
7. Entertainment Lounge
8. Security Fencing and Gate
9. Private Patios
10. Pool Restrooms with Green Roof
11. Stairs from Below
12. Synthetic Turf for Flex Use
13. Tree Grove with Fire Pits
14. Secured Private Patios



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ENLARGEMENT - LEVEL 3 - NORTH AND SOUTH COURTYARDS

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L1.04

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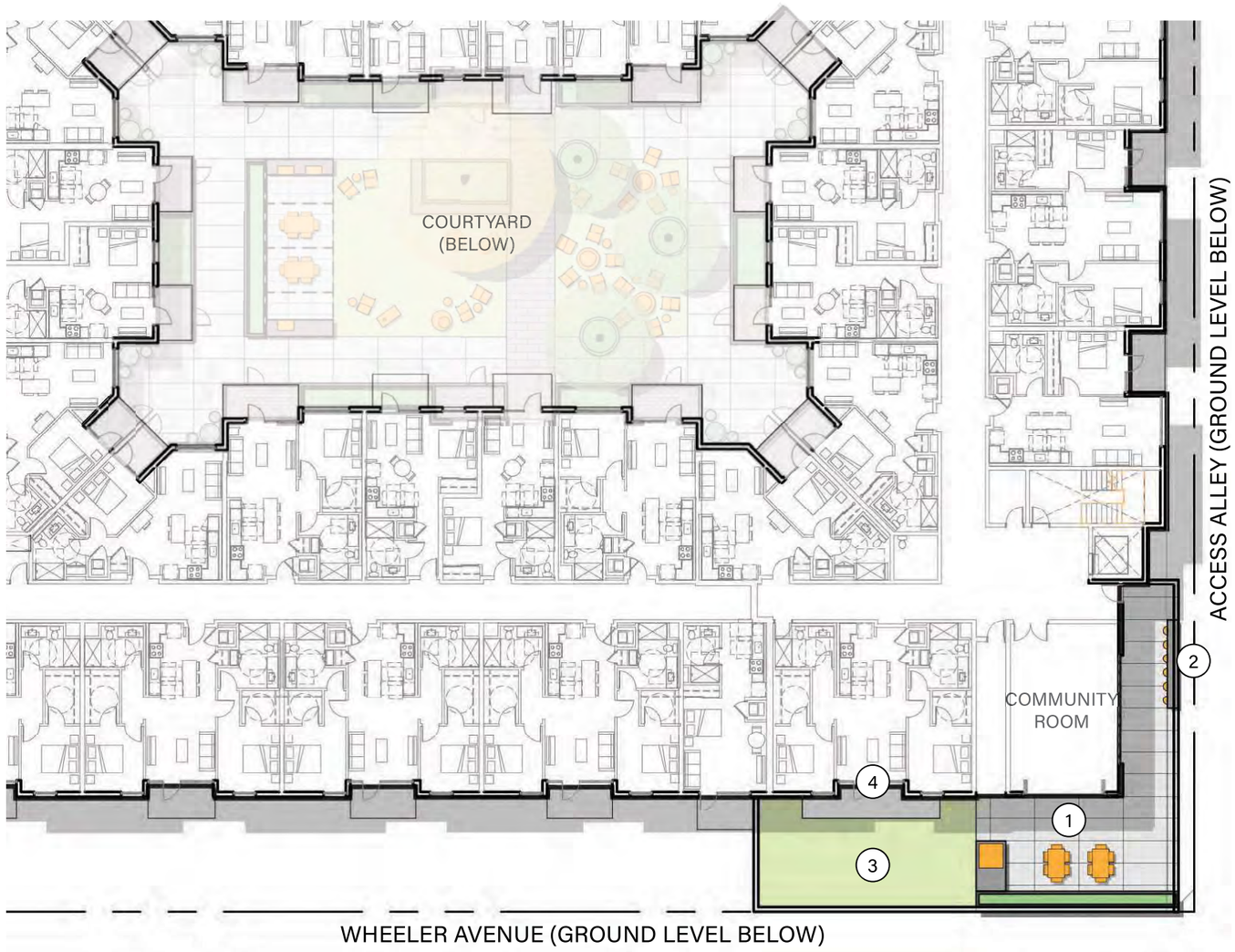
Legend

1. Cooking and Dining
2. Counter Overlook
3. Green Roof
4. Secured Private Patio



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ALEXAN ARCADIA
MIXED-USE/MULTI-FAMILY HOUSING PROJECT
150 N. SANTA ANITA AVE.
ARCADIA CA 00000

REVISIONS

△ ISSUE	DATE

PROJECT NUMBER: 20-301

ENLARGEMENT - LEVEL 7 - ROOF DECK

0 5 10 20

ENTITLEMENT SUBMITTAL: 05/23/21

L1.05

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Legend

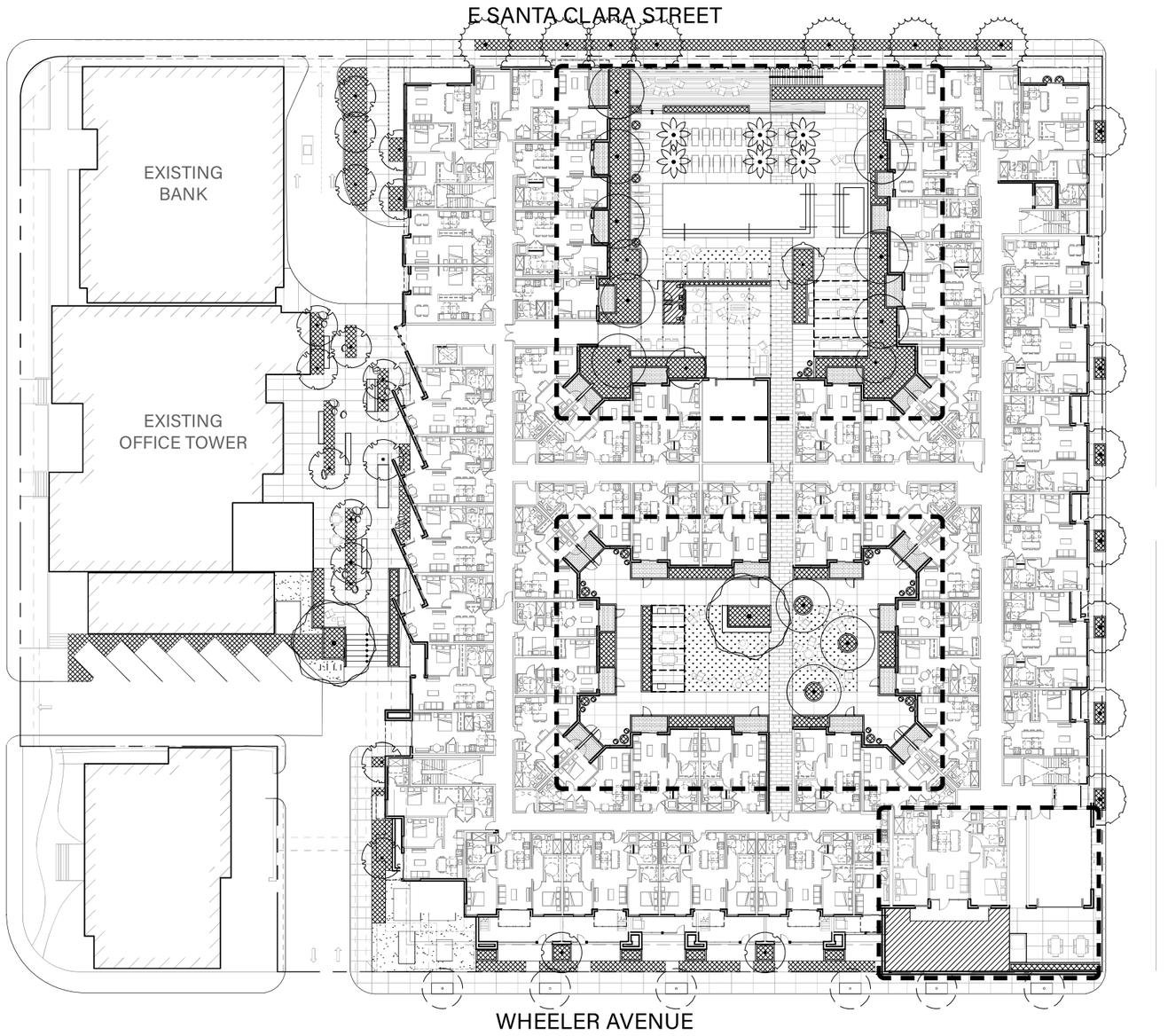
PLANTING LEGEND: Trees				
SYMBOL	NAME	WATER REQ.*	SIZE	QTY
	EXISTING TREE TO REMAIN	-	-	6
	ARBUTUS 'MARINA' STRAWBERRY TREE	MED	24" BOX	5
	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN' HOWARD MCMINN MANZANITA	LOW	24" BOX	1
	GEIJERA PARVIFOLIA AUSTRALIAN WILLOW	MED	24" BOX	4
			36" BOX	7
	PHOENIX DACTYLIFERA DATE PALM	LOW	12' CBT	6
	PINUS HALEPENSIS ALEPPO PINE	LOW	24" BOX	7
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	MED	48" BOX	2
	PODOCARPUS GRACILIOR YEW PINE	MED	24" BOX	7
	QUERCUS SUBER CORK OAK	LOW	24" BOX	9
			36" BOX	8

PLANTING LEGEND: Shrubs & Groundcover				
SYMBOL	NAME	WATER REQ.*	SIZE	QTY
	ACHILLEA 'MOONSHINE' YARROW	LOW	50% 15 GAL. @ 48" OC	7,848 SF
	ARCTOSTAPHYLOS 'PACIFIC MIST' PACIFIC MIST MANZANITA	LOW	35% 5 GAL. 30" OC	
	ARCTOSTAPHYLOS H. 'MONTEREY CARPET' MONTEREY CARPET MANZANITA	LOW		
	BACCHARIS 'CENTENNIAL' COYOTE BRUSH	LOW	15% 1 GAL. @ 18" OC	
	BERBERIS REPENS CREEPING MAHONIA	LOW		
	CAREX DIVULA BERKELEY SEDGE	LOW		
	DIANELLA 'CASSA BLUE' BLUE FLAX LILY	MED		
	DIANELLA 'LITTLE REV' LITTLE REV FLAX LILY	LOW		
	ERIOGONUM GRANDE 'RUBESCENS' BUCKWHEAT	LOW		
	FESTUCA GLAUCA 'ELIJAH BLUE' BLUE FESCUE	MED		
	GREVILLEA 'MOONLIGHT' GREVILLEA	LOW		
	GREVILLEA 'WATTLEBIRD YELLOW' GREVILLEA	LOW		
	HESPERALOE PARVIFOLIA 'YELLOW' YELLOW YUCCA	LOW		
	JUNCUS PATENS 'ELK BLUE' CALIFORNIA GRAY RUSH	LOW		
	LIRIOPE 'GIGANTEA' GIANT LILY TURF	MED		
	LOMANDRA LONGIFOLIA 'BREEZE' DWARF MAT RUSH	MED		
	LOMANDRA LONGIFOLIA 'NYALLA' NYALLA MAT RUSH	MED		
	MUHLENBERGIA C. 'WHITE CLOUD' WHITE MUHLY	LOW		
	PHLOMIS FRUTICOSA 'GRANDE VERDE' JERUSALEM SAGE	LOW		
	PHLOMIS RUSSELIANA TURKISH SAGE	MED		
	PITTOSPORUM C. 'COMPACTUM' COMPACT MOCK ORANGE	MED		
	SESLERIA AUTUMNALIS AUTUMN MOOR GRASS	MED		

	GREEN ROOF TRAY SYSTEM: PLANTING SPECIES T.B.D.	LOW	4" TRAYS	863 SF

PLANTING LEGEND: Turf				
SYMBOL	NAME	WATER REQ.*	SIZE	QTY
	SYNTHETIC TURF	N/A	-	2,015 SF

*WATER REQUIREMENT PLANT FACTOR IS BASED ON WUCOLS DATABASE AND CAN BE FOUND ONLINE AT: http://ucanr.eduedu/sites/WUCOLS/



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ALEXAN ARCADIA
MIXED-USE/MULTI-FAMILY HOUSING PROJECT
150 N. SANTA ANITA AVE.
ARCADIA CA 00000

REVISIONS
△	ISSUE	DATE

PROJECT NUMBER: 20-301

OVERALL SITE PLAN - PLANTING PLAN

0 10 20 40

ENTITLEMENT SUBMITTAL: 05/23/21

L2.00

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Legend

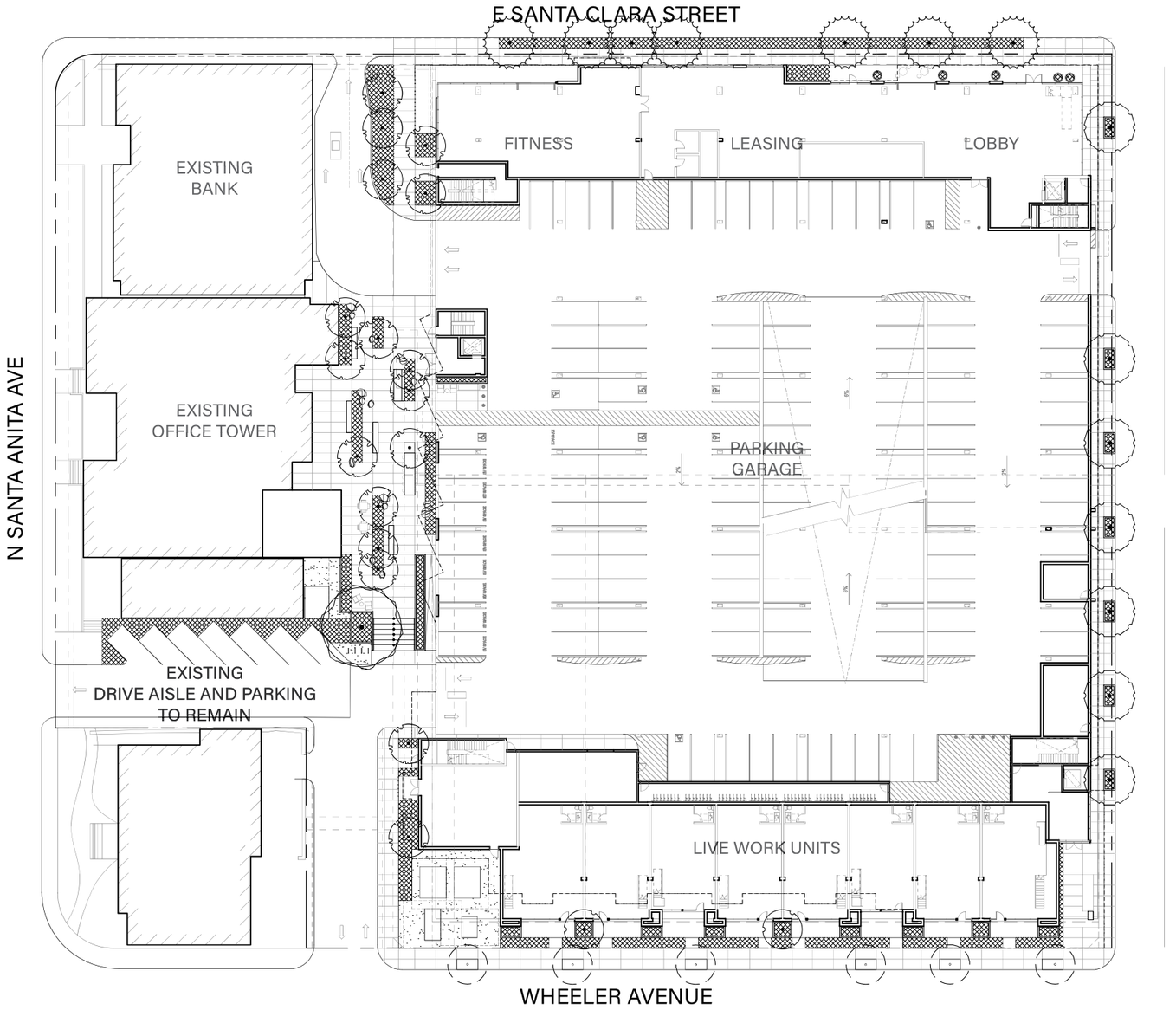
PLANTING LEGEND: Trees				
SYMBOL	NAME	WATER REQ.*	SIZE	QTY
	EXISTING TREE TO REMAIN	-	-	6
	ARBUTUS 'MARINA' STRAWBERRY TREE	MED	24" BOX	5
	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN' HOWARD MCMINN MANZANITA	LOW	24" BOX	1
	GEIJERA PARVIFOLIA AUSTRALIAN WILLOW	MED	24" BOX	4
			36" BOX	7
	PHOENIX DACTYLIFERA DATE PALM	LOW	12' CBT	6
	PINUS HALEPENSIS ALEPPO PINE	LOW	24" BOX	7
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	MED	48" BOX	2
	PODOCARPUS GRACILIOR YEW PINE	MED	24" BOX	7
	QUERCUS SUBER CORK OAK	LOW	24" BOX	9
			36" BOX	8

PLANTING LEGEND: Shrubs & Groundcover				
SYMBOL	NAME	WATER REQ.*	SIZE	QTY
	ACHILLEA 'MOONSHINE' YARROW	LOW	50% 15 GAL. @ 48" OC 35% 5 GAL. 30" OC 15% 1 GAL. @ 18" OC	7,848 SF
	ARCTOSTAPHYLOS 'PACIFIC MIST' PACIFIC MIST MANZANITA	LOW		
	ARCTOSTAPHYLOS H. 'MONTEREY CARPET' MONTEREY CARPET MANZANITA	LOW		
	BACCHARIS 'CENTENNIAL' COYOTE BRUSH	LOW		
	BERBERIS REPENS CREEPING MAHONIA	LOW		
	CAREX DIVULA BERKELEY SEDGE	LOW		
	DIANELLA 'CASSA BLUE' BLUE FLAX LILY	MED		
	DIANELLA 'LITTLE REV' LITTLE REV FLAX LILY	LOW		
	ERIOGONUM GRANDE 'RUBESCENS' BUCKWHEAT	LOW		
	FESTUCA GLAUCA 'ELIJAH BLUE' BLUE FESCUE	MED		
	GREVILLEA 'MOONLIGHT' GREVILLEA	LOW		
	GREVILLEA 'WATTLEBIRD YELLOW' GREVILLEA	LOW		
	HESPERALOE PARVIFOLIA 'YELLOW' YELLOW YUCCA	LOW		
	JUNCUS PATENS 'ELK BLUE' CALIFORNIA GRAY RUSH	LOW		
	LIRIOPE 'GIGANTEA' GIANT LILY TURF	MED		
	LOMANDRA LONGIFOLIA 'BREEZE' DWARF MAT RUSH	MED		
	LOMANDRA LONGIFOLIA 'NYALLA' NYALLA MAT RUSH	MED		
	MUHLENBERGIA C. 'WHITE CLOUD' WHITE MUHLY	LOW		
	PHLOMIS FRUTICOSA 'GRANDE VERDE' JERUSALEM SAGE	LOW		
	PHLOMIS RUSSELIANA TURKISH SAGE	MED		
	PITTOSPORUM C. 'COMPACTUM' COMPACT MOCK ORANGE	MED		
	SESLERIA AUTUMNALIS AUTUMN MOOR GRASS	MED		

	GREEN ROOF TRAY SYSTEM: PLANTING SPECIES T.B.D.	LOW	4" TRAYS	863 SF

PLANTING LEGEND: Turf				
SYMBOL	NAME	WATER REQ.*	SIZE	QTY
	SYNTHETIC TURF	N/A	-	2,015 SF

*WATER REQUIREMENT PLANT FACTOR IS BASED ON WUCOLS DATABASE AND CAN BE FOUND ONLINE AT: http://ucanr.eduedu/sites/WUCOLS/



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MIXED-USE/MULTI-FAMILY HOUSING PROJECT
150 N. SANTA ANITA AVE.
ARCADIA CA 00000

REVISIONS

ISSUE	DATE

PROJECT NUMBER: 20-301

OVERALL GROUND LEVEL - PLANTING PLAN

0 10 20 40

ENTITLEMENT SUBMITTAL: 05/23/21

L2.01

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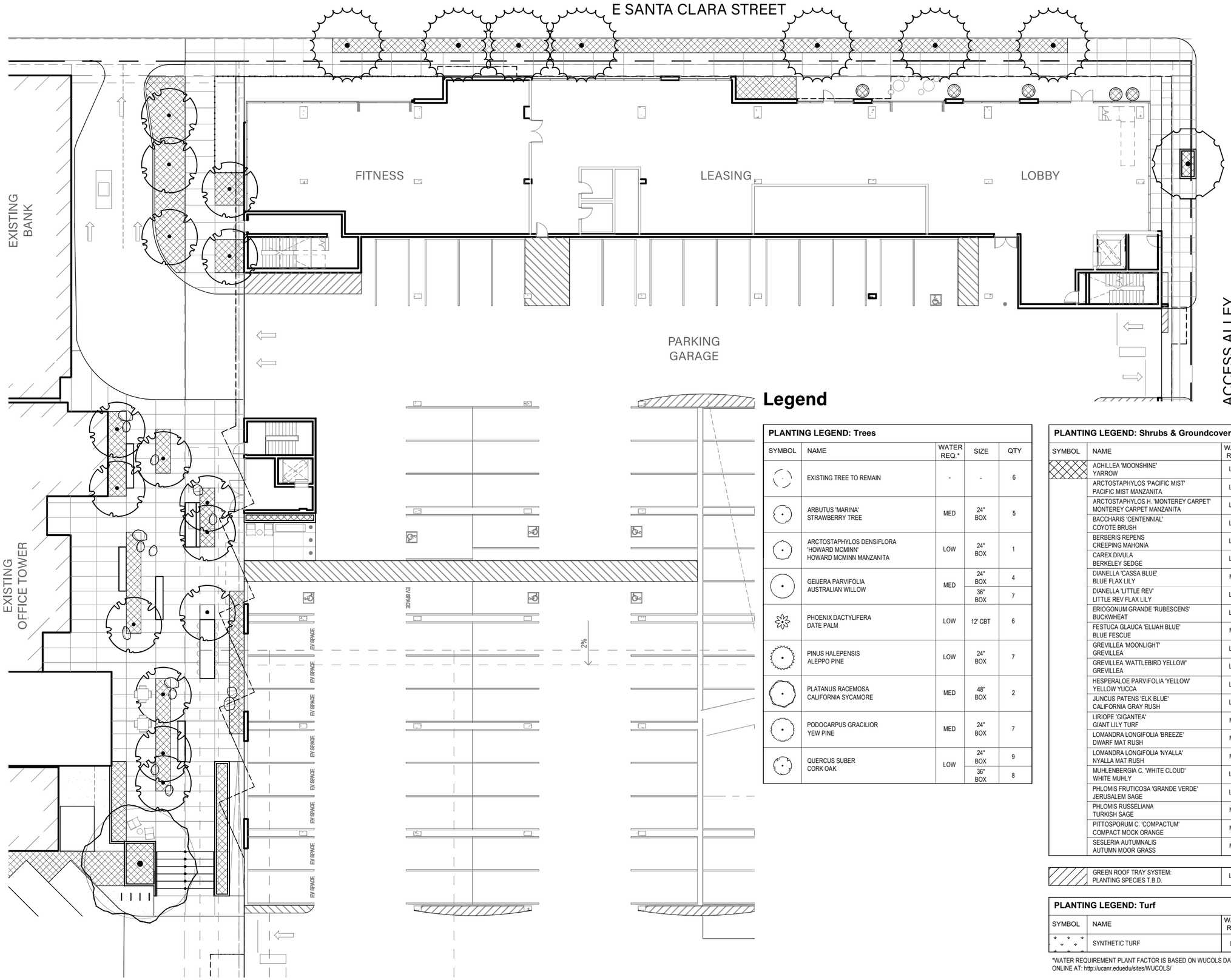

Legend

PLANTING LEGEND: Trees

SYMBOL	NAME	WATER REQ.*	SIZE	QTY
	EXISTING TREE TO REMAIN	-	-	6
	ARBUTUS 'MARINA' STRAWBERRY TREE	MED	24" BOX	5
	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN' HOWARD MCMINN MANZANITA	LOW	24" BOX	1
	GEIJERA PARVIFOLIA AUSTRALIAN WILLOW	MED	24" BOX	4
			36" BOX	7
	PHOENIX DACTYLIFERA DATE PALM	LOW	12' CBT	6
	PINUS HALEPENSIS ALEPPO PINE	LOW	24" BOX	7
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	MED	48" BOX	2
	PODOCARPUS GRACILIOR YEW PINE	MED	24" BOX	7
	QUERCUS SUBER CORK OAK	LOW	24" BOX	9
			36" BOX	8

PLANTING LEGEND: Shrubs & Groundcover

SYMBOL	NAME	WATER REQ.*	SIZE	QTY
	ACHILLEA 'MOONSHINE' YARROW	LOW	50% 15 GAL. @ 48" OC	7,848 SF
	ARCTOSTAPHYLOS 'PACIFIC MIST' PACIFIC MIST MANZANITA	LOW	35% 5 GAL. 30" OC	
	ARCTOSTAPHYLOS H. 'MONTEREY CARPET' MONTEREY CARPET MANZANITA	LOW		
	BACCHARIS 'CENTENNIAL' COYOTE BRUSH	LOW	15% 1 GAL. @ 18" OC	
	BERBERIS REPENS CREEPING MAHONIA	LOW		
	CAREX DIVULA BERKELEY SEDGE	LOW		
	DIANELLA 'CASSA BLUE' BLUE FLAX LILY	MED		
	DIANELLA 'LITTLE REV' LITTLE REV FLAX LILY	LOW		
	ERIOGONUM GRANDE 'RUBESCENS' BUCKWHEAT	LOW		
	FESTUCA GLAUCA 'ELIJAH BLUE' BLUE FESCUE	MED		
	GREVILLEA 'MOONLIGHT' GREVILLEA	LOW		
	GREVILLEA 'WATTLEBIRD YELLOW' GREVILLEA	LOW		
	HESPERALOE PARVIFOLIA 'YELLOW' YELLOW YUCCA	LOW		
	JUNCUS PATENS 'ELK BLUE' CALIFORNIA GRAY RUSH	LOW		
	LIRIOPE 'GIGANTEA' GIANT LILY TURF	MED		
	LOMANDRA LONGIFOLIA 'BREEZE' DWARF MAT RUSH	MED		
	LOMANDRA LONGIFOLIA 'NYALLA' NYALLA MAT RUSH	MED		
	MUHLENBERGIA C. 'WHITE CLOUD' WHITE MUHLY	LOW		
	PHLOMIS FRUTICOSA 'GRANDE VERDE' JERUSALEM SAGE	LOW		
	PHLOMIS RUSSELIANA TURKISH SAGE	MED		
	PITTOSPORUM C. 'COMPACTUM' COMPACT MOCK ORANGE	MED		
	SESLERIA AUTUMNALIS AUTUMN MOOR GRASS	MED		
	GREEN ROOF TRAY SYSTEM: PLANTING SPECIES T.B.D.	LOW	4" TRAYS	863 SF

PLANTING LEGEND: Turf

SYMBOL	NAME	WATER REQ.*	SIZE	QTY
	SYNTHETIC TURF	N/A	-	2,015 SF

*WATER REQUIREMENT PLANT FACTOR IS BASED ON WUCOLS DATABASE AND CAN BE FOUND ONLINE AT: http://ucanr.eduedu/sites/WUCOLS/

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ALEXAN ARCADIA
MIXED-USE/MULTI-FAMILY HOUSING PROJECT
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ARCADIA CA 00000

REVISIONS

⚠ ISSUE	DATE

PROJECT NUMBER: 20-301

ENLARGEMENT - GROUND LEVEL - PASEO & SANTA CLARA ST - PLANTING PLAN

L2.02

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Legend

PLANTING LEGEND: Trees

SYMBOL	NAME	WATER REQ.*	SIZE	QTY
	EXISTING TREE TO REMAIN	-	-	6
	ARBUTUS 'MARINA' STRAWBERRY TREE	MED	24" BOX	5
	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN' HOWARD MCMINN MANZANITA	LOW	24" BOX	1
	GEIJERA PARVIFOLIA AUSTRALIAN WILLOW	MED	24" BOX	4
			36" BOX	7
	PHOENIX DACTYLIFERA DATE PALM	LOW	12' CBT	6
	PINUS HALEPENSIS ALEPPO PINE	LOW	24" BOX	7
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	MED	48" BOX	2
	PODOCARPUS GRACILIOR YEW PINE	MED	24" BOX	7
	QUERCUS SUBER CORK OAK	LOW	24" BOX	9
			36" BOX	8

PLANTING LEGEND: Shrubs & Groundcover

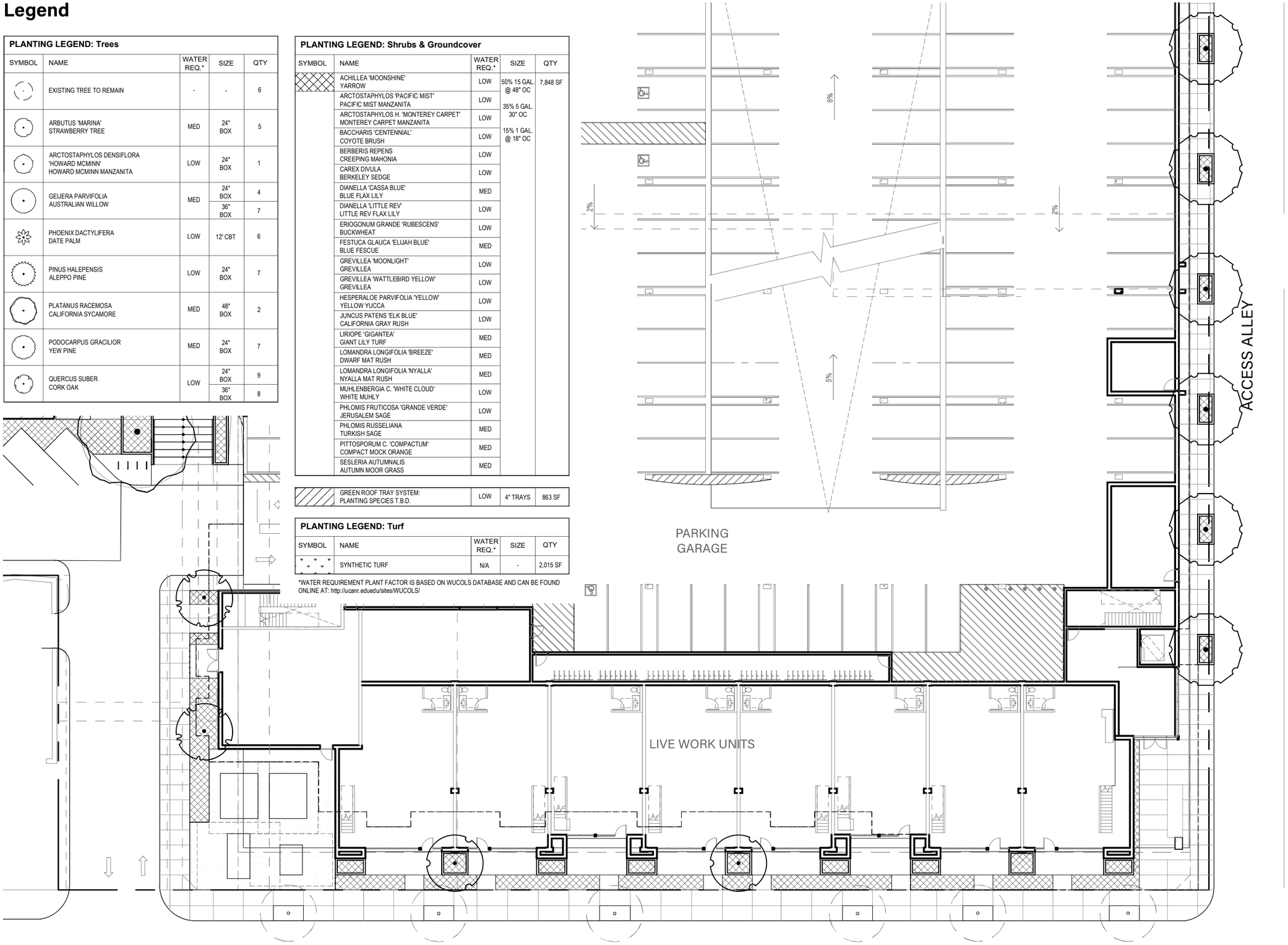
SYMBOL	NAME	WATER REQ.*	SIZE	QTY
	ACHILLEA 'MOONSHINE' YARROW	LOW	50% 15 GAL. @ 48" OC 35% 5 GAL. 30" OC 15% 1 GAL. @ 18" OC	7,848 SF
	ARCTOSTAPHYLOS 'PACIFIC MIST' PACIFIC MIST MANZANITA	LOW		
	ARCTOSTAPHYLOS H. 'MONTEREY CARPET' MONTEREY CARPET MANZANITA	LOW		
	BACCHARIS 'CENTENNIAL' COYOTE BRUSH	LOW		
	BERBERIS REPENS CREEPING MAHONIA	LOW		
	CAREX DIVULA BERKELEY SEDGE	LOW		
	DIANELLA 'CASSA BLUE' BLUE FLAX LILY	MED		
	DIANELLA 'LITTLE REV' LITTLE REV FLAX LILY	LOW		
	ERIOGONUM GRANDE 'RUBESCENS' BUCKWHEAT	LOW		
	FESTUCA GLAUCA 'ELIJAH BLUE' BLUE FESCUE	MED		
	GREVILLEA 'MOONLIGHT' GREVILLEA	LOW		
	GREVILLEA 'WATTLEBIRD YELLOW' GREVILLEA	LOW		
	HESPERALOE PARVIFOLIA 'YELLOW' YELLOW YUCCA	LOW		
	JUNCUS PATENS 'ELK BLUE' CALIFORNIA GRAY RUSH	LOW		
	LIRIOPE 'GIGANTEA' GIANT LILY TURF	MED		
	LOMANDRA LONGIFOLIA 'BREEZE' DWARF MAT RUSH	MED		
	LOMANDRA LONGIFOLIA 'NYALLA' NYALLA MAT RUSH	MED		
	MUHLENBERGIA C. 'WHITE CLOUD' WHITE MUHLY	LOW		
	PHLOMIS FRUTICOSA 'GRANDE VERDE' JERUSALEM SAGE	LOW		
	PHLOMIS RUSSELIANA TURKISH SAGE	MED		
	PITTOSPORUM C. 'COMPACTUM' COMPACT MOCK ORANGE	MED		
	SESLERIA AUTUMNALIS AUTUMN MOOR GRASS	MED		

	GREEN ROOF TRAY SYSTEM: PLANTING SPECIES T.B.D.	LOW	4" TRAYS	863 SF

PLANTING LEGEND: Turf

SYMBOL	NAME	WATER REQ.*	SIZE	QTY
	SYNTHETIC TURF	N/A	-	2,015 SF

*WATER REQUIREMENT PLANT FACTOR IS BASED ON WUCOLS DATABASE AND CAN BE FOUND ONLINE AT: http://ucanr.eduedu/sites/WUCOLS/



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ALEXAN ARCADIA
MIXED-USE/MULTI-FAMILY HOUSING PROJECT
150 N. SANTA ANITA AVE.
ARCADIA CA 00000

REVISIONS
ISSUE	DATE

PROJECT NUMBER: 20-301

ENLARGEMENT - GROUND LEVEL - WHEELER AVENUE & ACCESS ALLEY - PLANTING PLAN

L2.03

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4/2/2021 10:25:54 AM

Legend

PLANTING LEGEND: Trees

SYMBOL	NAME	WATER REQ.*	SIZE	QTY
	EXISTING TREE TO REMAIN	-	-	6
	ARBUTUS 'MARINA' STRAWBERRY TREE	MED	24" BOX	5
	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN' HOWARD MCMINN MANZANITA	LOW	24" BOX	1
	GEIJERA PARVIFOLIA AUSTRALIAN WILLOW	MED	24" BOX	4
			36" BOX	7
	PHOENIX DACTYLIFERA DATE PALM	LOW	12' CBT	6
	PINUS HALEPENSIS ALEPPO PINE	LOW	24" BOX	7
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	MED	48" BOX	2
	PODOCARPUS GRACILIOR YEW PINE	MED	24" BOX	7
	QUERCUS SUBER CORK OAK	LOW	24" BOX	9
			36" BOX	8

PLANTING LEGEND: Shrubs & Groundcover

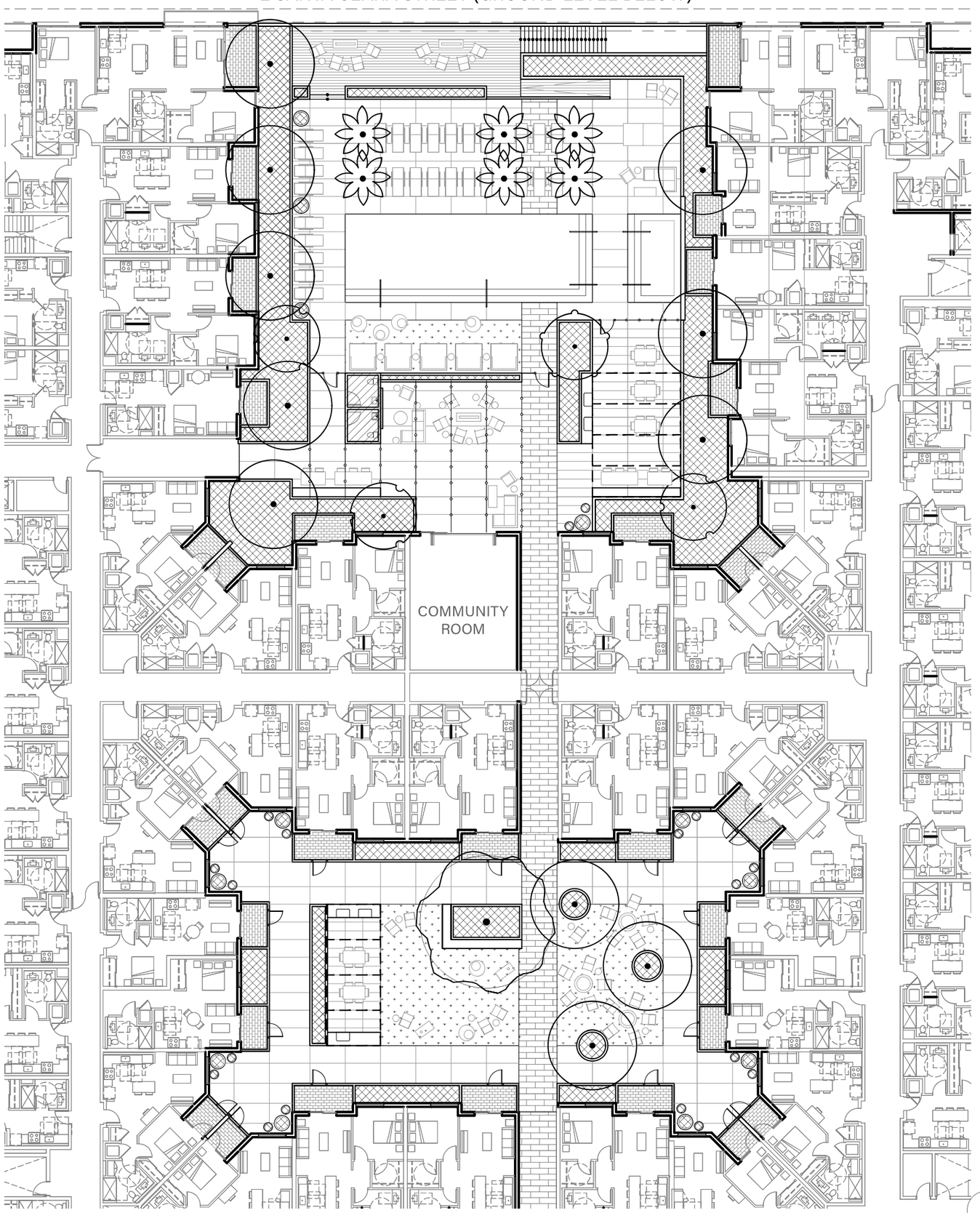
SYMBOL	NAME	WATER REQ.*	SIZE	QTY
	ACHILLEA 'MOONSHINE' YARROW	LOW	50% 15 GAL. @ 48" OC	7,848 SF
	ARCTOSTAPHYLOS 'PACIFIC MIST' PACIFIC MIST MANZANITA	LOW	35% 5 GAL. 30" OC	
	ARCTOSTAPHYLOS H. 'MONTEREY CARPET' MONTEREY CARPET MANZANITA	LOW		
	BACCHARIS 'CENTENNIAL' COYOTE BRUSH	LOW	15% 1 GAL. @ 18" OC	
	BERBERIS REPENS CREEPING MAHONIA	LOW		
	CAREX DIVULA BERKELEY SEDGE	LOW		
	DIANELLA 'CASSA BLUE' BLUE FLAX LILY	MED		
	DIANELLA 'LITTLE REV' LITTLE REV FLAX LILY	LOW		
	ERIOGONUM GRANDE 'RUBESCENS' BUCKWHEAT	LOW		
	FESTUCA GLAUCA 'ELIJAH BLUE' BLUE FESCUE	MED		
	GREVILLEA 'MOONLIGHT' GREVILLEA	LOW		
	GREVILLEA 'WATTLEBIRD YELLOW' GREVILLEA	LOW		
	HESPERALOE PARVIFOLIA 'YELLOW' YELLOW YUCCA	LOW		
	JUNCUS PATENS 'ELK BLUE' CALIFORNIA GRAY RUSH	LOW		
	LIRIOPE 'GIGANTEA' GIANT LILY TURF	MED		
	LOMANDRA LONGIFOLIA 'BREEZE' DWARF MAT RUSH	MED		
	LOMANDRA LONGIFOLIA 'NYALLA' NYALLA MAT RUSH	MED		
	MUHLENBERGIA C. 'WHITE CLOUD' WHITE MUHLY	LOW		
	PHLOMIS FRUTICOSA 'GRANDE VERDE' JERUSALEM SAGE	LOW		
	PHLOMIS RUSSELIANA TURKISH SAGE	MED		
	PITTOSPORUM C. 'COMPACTUM' COMPACT MOCK ORANGE	MED		
	SESLERIA AUTUMNALIS AUTUMN MOOR GRASS	MED		

	GREEN ROOF TRAY SYSTEM: PLANTING SPECIES T.B.D.	LOW	4" TRAYS	863 SF

PLANTING LEGEND: Turf

SYMBOL	NAME	WATER REQ.*	SIZE	QTY
	SYNTHETIC TURF	N/A	-	2,015 SF

*WATER REQUIREMENT PLANT FACTOR IS BASED ON WUCOLS DATABASE AND CAN BE FOUND ONLINE AT: http://ucanr.eduedu/sites/WUCOLS/



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150 N. SANTA ANITA AVE.
ARCADIA CA 00000

REVISIONS
△ ISSUE DATE

PROJECT NUMBER: 20-301

ENLARGEMENT - LEVEL 3 - NORTH AND SOUTH COURTYARDS - PLANTING PLAN

ENTITLEMENT SUBMITTAL: 05/23/21

L2.04

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4/22/2021 10:25:54 AM

Legend

PLANTING LEGEND: Trees

SYMBOL	NAME	WATER REQ.*	SIZE	QTY
	EXISTING TREE TO REMAIN	-	-	6
	ARBUTUS 'MARINA' STRAWBERRY TREE	MED	24" BOX	5
	ARCTOSTAPHYLOS DENSIFLORA 'HOWARD MCMINN' HOWARD MCMINN MANZANITA	LOW	24" BOX	1
	GEIJERA PARVIFOLIA AUSTRALIAN WILLOW	MED	24" BOX	4
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	PHOENIX DACTYLIFERA DATE PALM	LOW	12' CBT	6
	PINUS HALEPENSIS ALEPPO PINE	LOW	24" BOX	7
	PLATANUS RACEMOSA CALIFORNIA SYCAMORE	MED	48" BOX	2
	PODOCARPUS GRACILIOR YEW PINE	MED	24" BOX	7
	QUERCUS SUBER CORK OAK	LOW	24" BOX	9
			36" BOX	8

PLANTING LEGEND: Shrubs & Groundcover

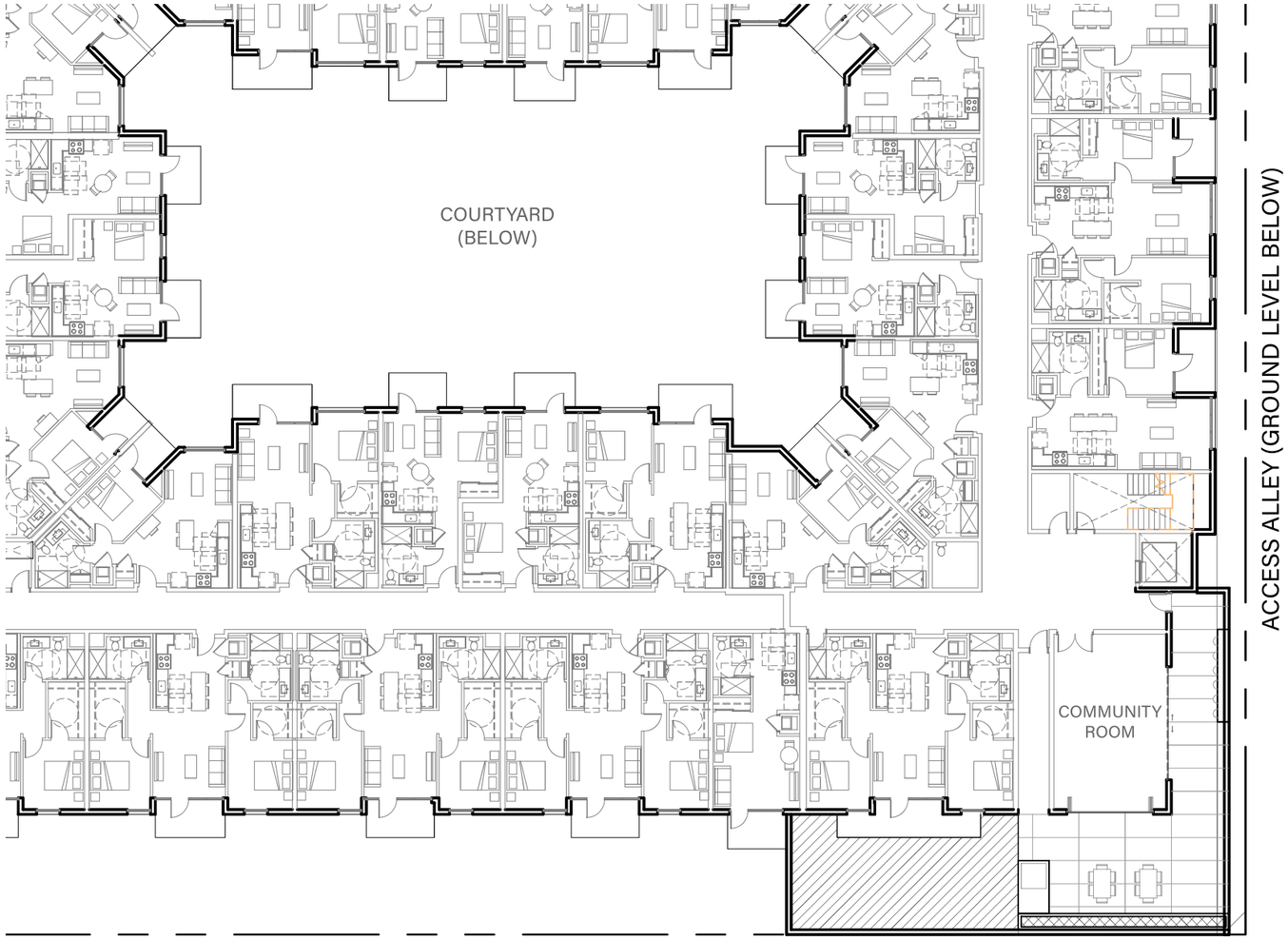
SYMBOL	NAME	WATER REQ.*	SIZE	QTY
	ACHILLEA 'MOONSHINE' YARROW	LOW	50% 15 GAL. @ 48" OC 35% 5 GAL. 30" OC 15% 1 GAL. @ 18" OC	7,848 SF
	ARCTOSTAPHYLOS 'PACIFIC MIST' PACIFIC MIST MANZANITA	LOW		
	ARCTOSTAPHYLOS H. 'MONTEREY CARPET' MONTEREY CARPET MANZANITA	LOW		
	BACCHARIS 'CENTENNIAL' COYOTE BRUSH	LOW		
	BERBERIS REPENS CREEPING MAHONIA	LOW		
	CAREX DIVULA BERKELEY SEDGE	LOW		
	DIANELLA 'CASSA BLUE' BLUE FLAX LILY	MED		
	DIANELLA 'LITTLE REV' LITTLE REV FLAX LILY	LOW		
	ERIOGONUM GRANDE 'RUBESCENS' BUCKWHEAT	LOW		
	FESTUCA GLAUCA 'ELIJAH BLUE' BLUE FESCUE	MED		
	GREVILLEA 'MOONLIGHT' GREVILLEA	LOW		
	GREVILLEA 'WATTLEBIRD YELLOW' GREVILLEA	LOW		
	HESPERALOE PARVIFOLIA 'YELLOW' YELLOW YUCCA	LOW		
	JUNCUS PATENS 'ELK BLUE' CALIFORNIA GRAY RUSH	LOW		
	LIRIOPE 'GIGANTEA' GIANT LILY TURF	MED		
	LOMANDRA LONGIFOLIA 'BREEZE' DWARF MAT RUSH	MED		
	LOMANDRA LONGIFOLIA 'NYALLA' NYALLA MAT RUSH	MED		
	MUHLENBERGIA C. 'WHITE CLOUD' WHITE MUHLY	LOW		
	PHLOMIS FRUTICOSA 'GRANDE VERDE' JERUSALEM SAGE	LOW		
	PHLOMIS RUSSELIANA TURKISH SAGE	MED		
	PITTOSPORUM C. 'COMPACTUM' COMPACT MOCK ORANGE	MED		
	SESLERIA AUTUMNALIS AUTUMN MOOR GRASS	MED		

	GREEN ROOF TRAY SYSTEM: PLANTING SPECIES T.B.D.	LOW	4" TRAYS	863 SF

PLANTING LEGEND: Turf

SYMBOL	NAME	WATER REQ.*	SIZE	QTY
	SYNTHETIC TURF	N/A	-	2,015 SF

*WATER REQUIREMENT PLANT FACTOR IS BASED ON WUCOLS DATABASE AND CAN BE FOUND ONLINE AT: http://ucanr.eduedu/sites/WUCOLS/



0 5 10 20

ENTITLEMENT SUBMITTAL: 05/23/21

studioneleven
245 East Third Street
Long Beach, Ca 90802
t 562.901.1500
studio-111.com

EPTDESIGN
844 EAST GREEN STREET, SUITE 201
PASADENA, CA 91101
626.795.2006
EPTDESIGN.COM

TCR
TRAMMELL CROW RESIDENTIAL
POSITIVE

ALEXAN ARCADIA
MIXED-USE/MULTI-FAMILY HOUSING PROJECT
150 N. SANTA ANITA AVE.
ARCADIA CA 00000

REVISIONS

△ ISSUE	DATE

PROJECT NUMBER: 20-301

ENLARGEMENT - LEVEL 7 - ROOF DECK - PLANTING PLAN

L2.05

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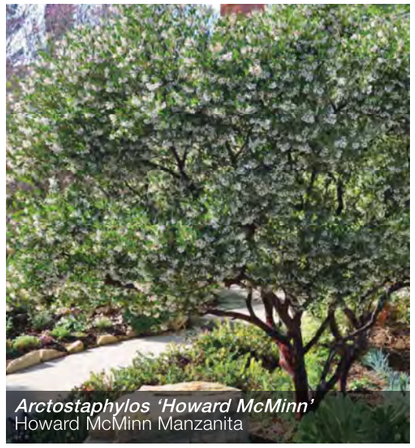
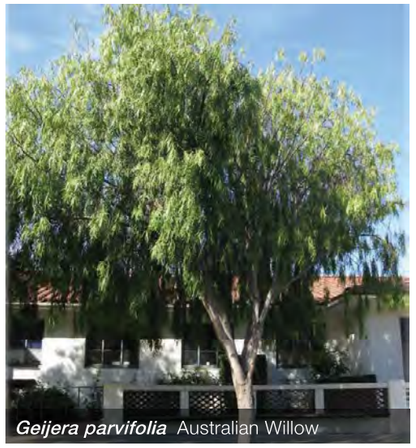


Arctostaphylos 'Howard McMinn' Howard McMinn Manzanita



Geijera parvifolia Australian Willow

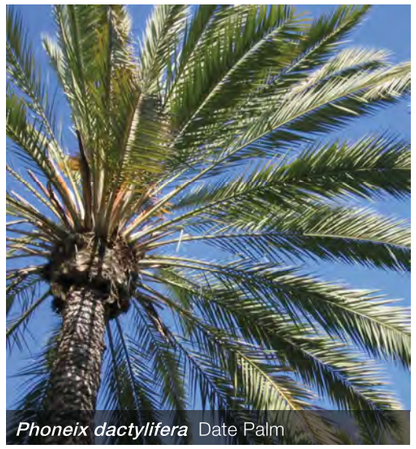
Quercus suber Cork Oak

Arbutus 'Marina' Strawberry Tree

Platanus racemosa California Sycamore

Pinus halpensis Aleppo Pine

Podocarpus gracilior Yew Pine



Phoenix dactylifera Date Palm

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MIXED-USE/MULTI-FAMILY HOUSING PROJECT
150 N. SANTA ANITA AVE.
ARCADIA CA 00000

REVISIONS

△ ISSUE	DATE

PROJECT NUMBER: 20-301

PLANTING IMAGERY

ENTITLEMENT SUBMITTAL: 05/23/21

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Achillea 'Moonshine' Moonshine Yarrow

Festuca 'Elijah Blue' Blue Fescue

Phlomis russeliana Turkish Sage

Grevillea 'Moonlight' Moonlight Grevillea

Carex divulsa Berkeley Sedge

Pittosporum 'Compactum' Mock Orange

Dianella tasmanica 'Variegata'
White Striped Tasman Lily

Liriope 'Gigantea' Giant Lily Turf

Grevillea 'Wattleboard Yellow'
Wattlebird Yellow Grevillea

Lomandra longifolia Dwarf Mat Rush

Eriogonum g. rubescens Red Buckwheat

Hesperaloe 'Yellow' Yellow Yucca

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REVISIONS
△ ISSUE	DATE

PROJECT NUMBER: 20-301

PLANTING IMAGERY

L2.07

ENTITLEMENT SUBMITTAL: 05/23/21

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ALEXAN ARCADIA
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150 N. SANTA ANITA AVE.
ARCADIA CA 91006

REVISIONS

△ ISSUE	DATE

PROJECT NUMBER: 20-301

EXTERIOR RENDERINGS

ENTITLEMENT RESUBMITTAL #2: 09/22/21

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ALEXAN ARCADIA
MIXED-USE/MULTI-FAMILY HOUSING PROJECT

150 N. SANTA ANITA AVE.
ARCADIA CA 91006

REVISIONS

△ ISSUE	DATE

PROJECT NUMBER: 20-301

EXTERIOR RENDERINGS

ENTITLEMENT RESUBMITTAL #2: 09/22/21

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ALEXAN ARCADIA
MIXED-USE/MULTI-FAMILY HOUSING PROJECT

150 N. SANTA ANITA AVE.
ARCADIA CA 91006

REVISIONS

△ ISSUE	DATE

PROJECT NUMBER: 20-301

EXTERIOR RENDERINGS

ENTITLEMENT RESUBMITTAL #2: 09/22/21

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REVISIONS

△ ISSUE	DATE

PROJECT NUMBER: 20-301

EXTERIOR RENDERINGS

ENTITLEMENT RESUBMITTAL #2: 09/22/21

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GROUND "WORK" LEVEL

MEZZANINE "LIVE" LEVEL

RENDERED LIVE/WORK FLOOR PLANS | 1
1/4" = 1'-0"

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REVISIONS

△ ISSUE	DATE

PROJECT NUMBER: 20-301

LIVE/WORK RENDERINGS

ENTITLEMENT RESUBMITTAL #2: 09/22/21

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Attachment No. 5

For the Draft Environmental Impact report and Technical Appendices, they are found on the City's website at www.arcadiaca.gov/projects

Attachment No. 6

Final EIR: Preface, Comment letters on Draft EIR, Response to Comments, Proposed Changes to the Draft EIR, Findings of Fact, and MMRP

Alexan Mixed-Use Development Project
Final Environmental Impact Report

State Clearinghouse No. 2021070271

Prepared for:

City of Arcadia
240 W. Huntington Drive
Arcadia, California 91007

Prepared by:

DUDEK
38 North Marengo Avenue
Pasadena, California 91101

MAY 2022

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1 Preface

1.1 Purpose

This Final Environmental Impact Report (EIR) has been prepared by the City of Arcadia (City) for the Alexan Mixed-Use Development Project (proposed Project). This Final EIR has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (Cal. Pub. Res. Code, Section 21000 et. seq., as amended) and implementing guidelines (Cal. Code Regs., Title 14, Section 15000 et. seq.).

Before approving a project, CEQA requires the lead agency to prepare and certify a Final EIR. The City has the principal responsibility for approval of the proposed Project and is therefore considered the lead agency under CEQA Section 21067. According to the CEQA Guidelines, Section 15132, the Final EIR shall consist of:

- The Draft EIR or a revision of the Draft EIR
- Comments and recommendations received on the Draft EIR either verbatim or in summary
- A list of persons, organizations, and public agencies commenting on the Draft EIR
- The responses of the lead agency to significant environmental points raised in the review and consultation process; and
- Any other information added by the lead agency

1.2 Format of the Final EIR

This Final EIR consists of the February 2022 Draft EIR and the following four chapters:

1 **Preface.** This chapter summarizes the contents of the Final EIR and the environmental review process.

2 **Response to Comments.** During the 45-day public review period for the Draft EIR, four comment letters were received. This chapter contains these comment letters, which have been bracketed to organize the responses, and the City's responses to the comments.

3 **Changes to the Draft EIR.** Comments that are addressed in Chapter 2 may have resulted in minor revisions to the information contained in the February 2022 Draft EIR. Where necessary, deletions to the text are shown in ~~**bold strikeout**~~ and additions to the text are shown in **bold underline** in all applicable sections of the Draft EIR. Additionally, through the certification of this Final EIR, where the term "Draft EIR" is used in the text, this is now deemed to be "Final EIR."

4 **Mitigation Monitoring and Reporting Program.** This chapter of the Final EIR provides the mitigation monitoring and reporting program (MMRP) for the proposed Project. The MMRP is presented in table format and identifies mitigation measures for the proposed Project, the implementation period for each measure, the implementing party, and the enforcing agency. The MMRP also provides a section for recordation of mitigation reporting.

1.3 Environmental Review Process

1.3.1 Notice of Preparation

CEQA requires preparation of an EIR when there is substantial evidence supporting a fair argument that a proposed project may have a significant effect on the environment. The purpose of an EIR is to provide decision makers, public agencies, and the general public with an objective and informational document that fully discloses the environmental effects of the proposed project. The EIR process is intended to facilitate the objective evaluation of potentially significant direct, indirect, and cumulative impacts of the proposed project, and to identify feasible mitigation measures and alternatives that would reduce or avoid the proposed project's significant effects. In addition, CEQA requires that an EIR identify adverse impacts determined to be significant after mitigation.

In accordance with the CEQA Guidelines, a Notice of Preparation (NOP) was circulated for a 30-day public review starting on July 19, 2021, to public agencies, organizations, and interested individuals. The purpose of the NOP was to provide notification that the City plans to prepare an EIR and to solicit input on the scope and content of the EIR. Additionally, a notice announcing the availability of the NOP was also published in the Arcadia Weekly on July 14, 2021. Copies of the NOP were made available for electronic download on the City's website at www.arcadiaca.gov/shape/development_services_department/current_projects.php. Comments on the NOP were received from three agencies, three letters/emails from individuals or groups, which are provided in Appendix A-2 to the Draft EIR.

A scoping meeting was held on August 5, 2021. Rather than conducting an in-person meeting, the Governor's Executive Order N-25-20 allowed local governments to hold meetings via teleconferencing while still meeting State transparency requirements. As such, the Project's Scoping Meeting was held online, through a webinar type format. The City hosted one Scoping Meeting on Thursday, August 5, 2021, from 6:00 p.m. to 7:00 p.m. and was made available through the City's website at http://www.arcadiaca.gov/projects. The purpose of this meeting was to seek input from public agencies and the general public regarding the potential environmental impacts of the proposed Project. The City received no comments/questions with environmental concerns during the Scoping Meeting.

1.3.2 Noticing and Availability of the Draft

The Draft EIR was made available for public review and comment pursuant to CEQA Guidelines Section 15087. The 45-day public review period for the Draft EIR started on February 24, 2022 and ended on April 11, 2022. At the beginning of the public review period, an electronic copy of the Draft EIR and an electronic copy of the Notice of Completion (NOC) and Notice of Availability (NOA) were submitted to the State Clearinghouse. Relevant State agencies received electronic copies of the documents. An NOA was distributed to interested parties and filed with the Los Angeles County Clerk as well as published in the Arcadia Weekly. The NOA described where the document was available and how to submit comments on the Draft EIR. A hardcopy of the Draft EIR was available at the Arcadia Planning Division located at 240 West Huntington Drive, Arcadia, CA 91066 and at the Arcadia Library located at 20 West Duarte Rd, Arcadia, CA 91006. Additionally, the NOA and the Draft EIR were available to be viewed on the City website at:

www.arcadiaca.gov/shape/development_services_department/current_projects.php.

The 45-day public review period provided interested public agencies, groups, and individuals the opportunity to comment on the contents of the Draft EIR. A total of four agency, organization, and individual comment letters were received and are included in Chapter 2, Responses to Comments, of this Final EIR.

1.3.3 Final EIR

The Final EIR addresses the comments received during the public review period and includes minor changes to the text of the Draft EIR in accordance with comments that necessitated revisions. This Final EIR will be presented to City decision-makers for potential certification as the environmental document for the proposed project. All agencies who commented on the Draft EIR will be provided with a copy of the Final EIR, pursuant to CEQA Guidelines Section 15088(b). The Final EIR will also be posted on the City's website at:

www.arcadiaca.gov/shape/development_services_department/current_projects.php.

Pursuant to CEQA Guidelines Section 15091, the City shall make findings for each of the significant effects identified in this EIR and shall support the findings with substantial evidence in the record. After considering the Final EIR in conjunction with making findings under Section 15091, the lead agency may decide whether or how to approve or carry out the Project. When a lead agency approves a project that will result in the occurrence of significant effects that are identified in the Final EIR but are not avoided or substantially lessened, the agency is required by CEQA to state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. Because the Project would not result in significant and unavoidable impacts, a "statement of overriding considerations" is not required to be prepared.

1.4 Revisions to the Draft EIR

The comments received during the public review period for the Draft EIR resulted in minor clarifications and modifications in the text of the February 2022 Draft EIR, as shown in Chapter 3, Changes to the Draft EIR. These changes are included as part of the Final EIR, to be presented to City decision makers for review and consideration of certification and Project approval.

CEQA Guidelines Section 15088.5 identifies when a lead agency must recirculate an EIR. A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR but before certification of the Final EIR. Information includes changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not considered significant unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. As defined in CEQA Guidelines Section 15088.5(a), significant new information requiring recirculation includes the following:

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

The minor clarifications, modifications, and editorial corrections that were made to the Draft EIR are shown in Chapter 3, Changes to the Draft EIR, of this Final EIR. None of the revisions that have been made to the Draft EIR resulted in new significant impacts; none of the revisions resulted in a substantial increase in the severity of an environmental impact identified in the Draft EIR; and, none of the revisions brought forth a feasible project alternative or mitigation measure that is considerably different from those set forth in the Draft EIR. Furthermore, the revisions do not cause the Draft EIR to be flawed such that it precludes meaningful public review. As none of the CEQA criteria for recirculation have been met, recirculation of the EIR is not warranted. As stated in CEQA Guidelines Section 15088.5(b), "recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR."

2 Responses to Comments

2.1 Introduction

A draft version of the Environmental Impact Report (EIR) for the proposed Alexan Mixed-Use Development Project (Project) was circulated for a 45-day public review from February 24, 2022, to April 11, 2022. This chapter of the Final EIR includes a copy of each comment letter provided during the 45-day public review period for the Draft EIR. The City of Arcadia (City) has prepared responses to each comment, which are included in this chapter. The comments are ordered numerically, and the individual issues within each comment letter are bracketed and numbered. The City's responses to comments on the Draft EIR represent a good-faith, reasoned effort to address the environmental issues identified by the comments. Under the CEQA Guidelines, the Lead Agency is required to evaluate and provide written responses to comments received on the Draft EIR (CEQA Guidelines, Section 15088).

As shown in Table 2-1, the City received four comment letters from one agency, two organizations, and one letter from the public. In accordance with the requirements of CEQA Guidelines Section 15088(b), the City will provide a written response on comments submitted by public agencies to each respective public agency at least 10 days prior to certifying the Final EIR.

Table 2-1. List of Commenters

Comment Letter No.	Commenter	Type	Date	Page No.
Agencies				
A1	Caltrans	Regional Agency	April 4, 2022	2-3
Organizations				
O1	Supporters Alliance for Environmental Responsibility ("SAFER") – Lozeau Drury LLP	Organization	April 11, 2022	2-11
O2	Southwest Regional Council of Carpenters ("SWRCC") – Mitchell M. Tsai Attorney at Law	Organization	April 11, 2022	2-15
Individuals				
I1	David Fu and Associates	Individual	April 6, 2022	2-305

The changes to the analysis contained in the Draft EIR represent only minor clarifications/ amplifications and do not constitute significant new information. In accordance with CEQA Guidelines, Section 15088.5, recirculation of the Draft EIR is not required.

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Comment Letter A1

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 269-1124
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life

April 4, 2022

Lisa Flores
Planning & Community Development Administrator
Cit of Arcadia
Planning Division
240 West Huntington Drive
Arcadia, CA 91066-6021

RE: Alexan Mixed-Use Development
SCH # 2021070271
Vic. LA-210/PM R31.90
GTS # LA-2021-03869-DEIR

Dear Lisa Flores:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The proposed Project involves the demolition of some of the existing structures on site, including a 2-story office building, two single-story commercial buildings, and surface parking. An existing 8-story office building and single-story bank drive through would remain in place. The proposed Project proposes to construct a 7-story multi-family residential building containing a total of 319 dwelling units within 2.96 gross acres. On-site amenities would be included within the 7-story residential building. An outdoor plaza would be constructed between the existing 8-story office tower and the proposed building. In addition, an approximate 750 square-foot café would be constructed and renovated within the existing 8-story office building. The Project would include above-ground parking within Levels 1 and 2 of the building and up to 2 subterranean parking levels, with a total of 551 parking spaces. A portion of an off-site alleyway adjacent to the eastern boundary of the Project site would be converted into a pedestrian paseo to facilitate connectivity between the Metro L Line (previously Gold Line) station and downtown amenities. A1-1

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information: A1-2

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

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date. A1-2 Cont.

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

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions. A1-3

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

http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf

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

http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf A1-4

The VMT per Capita for the project TAZ is 11.78, and the subarea jurisdiction's average is 15.61. Further, the VMT per Worker for the project TAZ is 15.45, and the subarea jurisdiction's average is 19.17. Therefore, the TAZ would be 27.97% and 21.49% below the subarea threshold for VMT per Capita and per Worker, respectively, which would A1-5

meet the required baseline screening criteria established in the City's guidelines. As such, the proposed Project can be screened out using this criterium. The screening criterion also identifies projects that would generate less than 110 daily vehicle trips and having a presumption of less than significant. The proposed residential component of the Project would not fall under a local serving land use and would also generate greater than 110 daily vehicle trips; therefore, this component of the Project cannot be screened out from further VMT analysis using this criterium. However, the 750 square-foot proposed café would serve as a local serving land use and can be screened out using this criterium.

Based on SB 743 and the revised CEQA guidelines, the City's Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment, and the San Gabriel Valley Council of Governments (SGVCOG) VMT Assessment tool, the Project would be screened from a project-level VMT analysis. The Project is in a Low VMT generating area within a TPA. Therefore, a project-level VMT analysis is not required and impacts to VMT can be presumed to be less than significant.

A1-5 Cont.

To validate this statement, we recommend the City to prepare post-development VMT analysis with all necessary mitigation measures. Mitigation measure should be implemented when the post-development VMT analysis discloses any traffic significant impact.

A1-6

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

A1-7

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2021-03869-MND.

Sincerely,

Miya Edmonson

MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse

"Provide a safe and reliable transportation network that serves all people and respects the environment"

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Response to Comment Letter A1

California Department of Transportation
April 4, 2022

A1-1 The comment summarizes the proposed Project's characteristics and location. The comment's summary of the Project's characteristics and location are correctly recorded. The comment does not contain any specific concerns related to the adequacy or accuracy of the environmental analysis in the Draft EIR; therefore, no further response is required and no additional analyses or changes to the Draft EIR are required.

A1-2 The comment notes that the metric to evaluate impacts to transportation is an increase in vehicle miles traveled (VMT).

The Draft EIR evaluates transportation and circulation in Section 4.13. The analysis uses the VMT metric to evaluate potential impacts, but as explained starting on page 4.13-10, the Project screens out of having to prepare a project-level VMT assessment. The comment does not contain any specific concerns related to the adequacy or accuracy of the environmental analysis in the Draft EIR; therefore, no further response is required and no additional analyses or changes to the Draft EIR are required.

A1-3 The comment is generally discussing Caltrans support for encouraging and promoting alternative modes of transportation, including complete streets and pedestrian safety measures. The comment requests the Draft EIR ensures all modes of transportation are well served.

The Draft EIR addresses the potential for the Project to conflict with any program, plan, ordinance or policy that addresses alternative transportation modes under Threshold 4.13a starting on page 4.13-9. As noted in the analysis, the Project is consistent with the goals and policies contained in the 2020–2045 RTP/SCS and the City's General Plan. The Project site is also located within a transit priority area (TPA) due to close access to the Arcadia Metro L Line Station and access to bus service provided by LA Metro Routes 79 and 287, along with Foothill Transit Route 187. The comment does not contain any specific concerns related to the adequacy or accuracy of the environmental analysis in the Draft EIR; therefore, no further response is required and no additional analyses or changes to the Draft EIR are required.

A1-4 The comment is requesting the City evaluate the potential of including transportation demand management (TDM) strategies and intelligent transportation systems (ITS) application to manage the City's transportation network including transit, bicycle and pedestrian access.

This comment is acknowledged and will be taken into consideration by the City's decision makers as part of the Final EIR. The Draft EIR did not identify any transportation impacts requiring mitigation and the City is not requiring the Project include TDM measures. The comment does not contain any specific concerns related to the adequacy or accuracy of the environmental analysis in the Draft EIR; therefore no further response is required and no additional analyses or changes to the Draft EIR are required.

A1-5 The comment includes an excerpt from the Draft EIR regarding the findings of the VMT screening assessment.

The comment does not contain any specific concerns related to the adequacy or accuracy of the environmental analysis in the Draft EIR; therefore, no further response is required and no additional analyses or changes to the Draft EIR are required.

A1-6 The comment is requesting a post-development VMT analysis be conducted with all necessary mitigation measures.

The City will take into consideration the need to conduct a post-development VMT analysis; however, the Project would not result in any significant VMT impacts. As noted in Comment A1-5 above, the Project is screened from conducting a VMT analysis and was determined to have a less-than-significant impact. Therefore, no mitigation is required, and no mitigation is proposed. The Project also meets the intent of Senate Bill 743 and the Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018) because the Project:

- Is an infill development (in part, replacing an existing surface parking lot and underutilized buildings in downtown Arcadia)
- Contains a mix of land uses (new residential and local serving café, adjacent to an existing office building)
- Is a high-density development
- Has access to high-quality transit (the project is located across the street from the Metro L Line Station, and near regional and local bus service)
- Includes 26 affordable housing units
- Includes project design features to reduce vehicle trips, including:
    - A new pedestrian and bicycle paseo to facilitate connectivity between the Metro L Line Station and the City's downtown amenities
    - Secure bicycle parking
    - On site-amenities such as an outdoor pool area, fire pit, barbeque dining area, game lounge, lawn area, outdoor plaza, and outdoor passive court"

The City's Guidelines also include three types of VMT screening criteria to determine it a project is required to perform a project-level VMT assessment: Within a Transit Priority Area (TPA); Low VMT Area Screening; and Project Type. The analysis under Threshold 4.11b starting on page 4.13-10 in the Draft EIR addresses if the Project would meet any of the City's screening criteria. The Project was screened out of the City's Guidelines because the Project is:

- Located within a TPA
- Based on the San Gabriel Valley Council of Governments screening tool the Project is located in a low VMT-generating area
- Within a TPA and in a low VMT-generating area; thus, a project-level VMT assessment is not required under the City's Guidelines.

Based on the OPR Technical Guidance and the City's VMT screening criteria it was determined a project-level VMT analysis is not required and impacts to VMT would be less than significant.

A1-7 The comment notes the transport of over-sized construction vehicles or equipment will need a Caltrans transportation permit and Caltrans recommends large trucks be scheduled during off-peak commute times.

The Project applicant will obtain all required permits from Caltrans and will strive to ensure the transport of any large trucks or equipment would occur outside of peak commute times. In addition, to ensure adequate safeguards for pedestrian, bicycle, and vehicular circulation as well as emergency vehicle access during short-term construction activities, compliance with MM-TRA-1 is required. MM-TRA-1 requires preparation and implementation of a Construction Traffic Control Plan in accordance with City guidelines to address pedestrian, bicycle, and vehicular circulation during construction activities. The Traffic Control Plan would be reviewed and approved by the City.

The comment does not contain any specific concerns related to the adequacy or accuracy of the environmental analysis in the Draft EIR; therefore, no further response is required

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Comment Letter O1

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Via Email

April 11, 2022

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Re: Comment on Draft Environmental Impact Report, Alexan Mixed-Use Development (SCH 2021070271)

Dear Ms. Flores:

I am writing on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") regarding the Draft Environmental Impact Report ("DEIR") prepared for the Alexan Mixed-Use Development Project (SCH 2021070271), including all actions related or referring to the proposed construction of a seven-story residential building with 319 units, located at 150 North Santa Anita Avenue in the City of Arcadia ("Project"). O1-1

After reviewing the DEIR, we conclude that the DEIR fails as an informational document and fails to impose all feasible mitigation measures to reduce the Project's impacts. SAFER requests that the Planning Division address these shortcomings in a revised draft environmental impact report ("RDEIR") and recirculate the RDEIR prior to considering approvals for the Project. O1-2

We reserve the right to supplement these comments during review of the Final EIR for the Project and at public hearings concerning the Project. *Galante Vineyards v. Monterey Peninsula Water Management Dist.*, 60 Cal. App. 4th 1109, 1121 (1997). O1-3

Sincerely,

Amalia Bowley Fuentes

Amalia Bowley Fuentes
Lozeau Drury LLP

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Response to Comment Letter O1

Supporters Alliance for Environmental Responsibility ("SAFER")
April 11, 2022

O1-1 The comment establishes the letter is on behalf of the Supporters Alliance for Environmental Responsibility ("SAFER"). The comment does not contain any specific concerns related to the adequacy or accuracy of the environmental analysis in the Draft EIR; therefore. no further response is required and no additional analyses or changes to the Draft EIR are required.

O1-2 The comment states an opinion that the Draft EIR fails to adequately disclose potential Project impacts and identify feasible mitigation measures and requests the Draft EIR be revised and recirculated.

The commenter fails to identify any deficiencies of the Draft EIR related to the adequacy of the environmental analysis. Therefore, the commenter's assertion that the Draft EIR must be revised and recirculated is not based on substantial evidence. CEQA Guidelines Section 15088.5, Recirculation of an EIR Prior to Certification, describes the thresholds for recirculation of an EIR. Pursuant to Section 15088.5, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR but before certification. New information can include a disclosure showing that a new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented, a substantial increase in the severity of an environmental impact, a feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project (but the project's proponents decline to adopt it), or the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

The Draft EIR describes the Project at length, in full compliance with Section 15121 of the CEQA Guidelines, to inform public agency decision makers and the public of the significant environmental effects of the Project, identify possible ways to minimize (or mitigate) the significant effects, and describe reasonable alternatives to the Project. Regarding the commenter's opinion the Draft EIR needs to be recirculated, significant new information, as defined in CEQA Guidelines Section 15088.5, has not been added to this EIR subsequent to its release for public review. No changes have been made to the Project, and no changes have occurred in the environmental setting such that a new significant impact would occur or such that a substantial increase in the severity of an impact would occur. No additional data or other information has been added such that a new significant impact would occur or such that a substantial increase in the severity of an impact would occur. Additionally, no feasible Project alternatives or mitigation measures considerably different from those in the Draft EIR that would clearly lessen the environmental impacts of the Project have been identified. Lastly, the Draft EIR is not fundamentally and basically inadequate and conclusory in nature. The Draft EIR includes extensive environmental analysis that was conducted by qualified professionals. The Draft EIR discloses a number of significant impacts that would result from the proposed Project and identifies feasible mitigation that would reduce these significant impacts below a level of significance. As such, the Draft EIR is not required to be revised and recirculated, and the commenter has not presented substantial evidence to support a need for recirculation.

01-3 The comment indicates their comments can be supplemented during review of the Final EIR and at any public hearings on the Project.

The comment does not contain any specific concerns related to the adequacy or accuracy of the environmental analysis in the Draft EIR; therefore, no further response is required and no additional analyses or changes to the Draft EIR are required.

Comment Letter O2

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VIA E-MAIL

April 11, 2022

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RE: Draft Environmental Impact Report for the Alexan Mixed-Use Development Project (SCH No. 2021070271)

Dear Lisa Flores,

On behalf of the Southwest Regional Council of Carpenters ("**SWRCC**" or "**Southwest Carpenters**"), my Office is submitting these comments on the City of Arcadia's ("**City**" or "**Lead Agency**") Draft Environmental Impact Report ("**DEIR**") (SCH No. 2021070271) for the Alexan Mixed-Use Development Project ("**Project**").

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

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

O2-1

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

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

to the Project's environmental documentation may assert any issue timely raised by other parties).

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

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

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

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

O2-1 Cont.

O2-2

O2-3

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

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

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

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

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

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

O2-3 Cont.

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

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

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

labor-management training programs, . . ."[4] In addition, the City of Hayward requires all projects 30,000 square feet or larger to "utilize apprentices from state-approved, joint labor-management training programs."[5]

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

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

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

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

O2-3 Cont.

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

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

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

[7] Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, *available at* http://reconnectingamerica.org/assets/Uploads/UTCT_825.pdf.

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

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

O2-3 Cont.

The City should also require the Project to be built to standards exceeding the current 2019 California Green Building Code to mitigate the Project's environmental impacts and to advance progress towards the State of California's environmental goals.

O2-4

I. THE PROJECT WOULD BE APPROVED IN VIOLATION OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

A. Background Concerning the California Environmental Quality Act

CEQA has two basic purposes. First, CEQA is designed to inform decision makers and the public about the potential, significant environmental effects of a project. 14 California Code of Regulations ("**CCR**" or "**CEQA Guidelines**") § 15002(a)(1).[8] "Its purpose is to inform the public and its responsible officials of the environmental consequences of their decisions *before* they are made. Thus, the EIR 'protects not only the environment but also informed self-government.' [Citation.]" *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553, 564. The EIR has been described as "an environmental 'alarm bell' whose purpose it is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return." *Berkeley Keep Jets Over the Bay v. Bd. of Port Comm'rs.* (2001) 91 Cal. App. 4th 1344, 1354 ("*Berkeley Jets*"); *County of Inyo v. Yorty* (1973) 32 Cal. App. 3d 795, 810.

Second, CEQA directs public agencies to avoid or reduce environmental damage when possible by requiring alternatives or mitigation measures. CEQA Guidelines § 15002(a)(2) and (3). *See also, Berkeley Jets*, 91 Cal. App. 4th 1344, 1354; *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal. 3d 553; *Laurel Heights Improvement Ass'n v. Regents of the University of California* (1988) 47 Cal. 3d 376, 400. The EIR serves to

O2-5

[8] The CEQA Guidelines, codified in Title 14 of the California Code of Regulations, section 15000 *et seq*, are regulatory guidelines promulgated by the state Natural Resources Agency for the implementation of CEQA. Cal. Pub. Res. Code § 21083. The CEQA Guidelines are given "great weight in interpreting CEQA except when . . . clearly unauthorized or erroneous." *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal. 4th 204, 217.

provide public agencies and the public in general with information about the effect that a proposed project is likely to have on the environment and to "identify ways that environmental damage can be avoided or significantly reduced." CEQA Guidelines § 15002(a)(2). If the project has a significant effect on the environment, the agency may approve the project only upon finding that it has "eliminated or substantially lessened all significant effects on the environment where feasible" and that any unavoidable significant effects on the environment are "acceptable due to overriding concerns" specified in CEQA section 21081. CEQA Guidelines § 15092(b)(2)(A–B).

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

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

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

O2-5 Cont.

B. CEQA Requires Revision and Recirculation of an Environmental Impact Report When Substantial Changes or New Information Comes to Light

Section 21092.1 of the California Public Resources Code requires that "[w]hen significant new information is added to an environmental impact report after notice has been given pursuant to Section 21092 … but prior to certification, the public agency shall give notice again pursuant to Section 21092, and consult again pursuant to Sections 21104 and 21153 before certifying the environmental impact report" in order to give the public a chance to review and comment upon the information. CEQA Guidelines § 15088.5.

Significant new information includes "changes in the project or environmental setting as well as additional data or other information" that "deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative)." CEQA Guidelines § 15088.5(a). Examples of significant new information requiring recirculation include "new significant environmental impacts from the project or from a new mitigation measure," "substantial increase in the severity of an environmental impact," "feasible project alternative or mitigation measure considerably different from others previously analyzed" as well as when "the draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded." *Id.*

An agency has an obligation to recirculate an environmental impact report for public notice and comment due to "significant new information" regardless of whether the agency opts to include it in a project's environmental impact report. *Cadiz Land Co. v. Rail Cycle* (2000) 83 Cal. App. 4th 74, 95 [finding that in light of a new expert report disclosing potentially significant impacts to groundwater supply "the EIR should have been revised and recirculated for purposes of informing the public and governmental agencies of the volume of groundwater at risk and to allow the public and governmental agencies to respond to such information."]. If significant new information was brought to the attention of an agency prior to certification, an agency is required to revise and recirculate that information as part of the environmental impact report.

O2-5
Cont.

C. Due to the COVID-19 Crisis, the City Must Adopt a Mandatory Finding of Significance that the Project May Cause a Substantial Adverse Effect on Human Beings and Mitigate COVID-19 Impacts

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

Public health risks related to construction work requires a mandatory finding of significance under CEQA. Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.[9]

SWRCC recommends that the Lead Agency adopt additional CEQA mitigation measures to mitigate public health risks from the Project's construction activities. SWRCC requests that the Lead Agency require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

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

O2-6

Construction Site Design:

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

[9] Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, *available at* https://www.sccgov.org/sites/covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx.

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

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

Testing Procedures:

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

O2-6 Cont.

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

Planning

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

O2-6 Cont.

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

SWRCC has also developed a rigorous Infection Control Risk Assessment ("**ICRA**") training program to ensure it delivers a workforce that understands how to identify and control infection risks by implementing protocols to protect themselves and all others during renovation and construction projects in healthcare environments.[11]

O2-7

ICRA protocols are intended to contain pathogens, control airflow, and protect patients during the construction, maintenance and renovation of healthcare facilities.

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

[11] For details concerning SWRCC's ICRA training program, *see* https://icrahealthcare.com/

ICRA protocols prevent cross contamination, minimizing the risk of secondary infections in patients at hospital facilities.

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

O2-7 Cont.

II. THE ENVIRONMENTAL IMPACT REPORT IS INADEQUATE

A. The DEIR Fails to Establish the Existing Conditions for Hazards and Hazardous Materials

1. Background on Phase I and II Environmental Site Assessments

The preparation of a Phase I Environmental Site Assessment ("ESA") is often undertaken in the preparation of CEQA documents to identify hazardous waste issues that may present impacts to the public, workers, or the environment, and which may require further investigation, including environmental sampling and cleanup.

Standards for performing a Phase I ESA have been established by the US EPA and the American Society for Testing and Materials Standards (ASTM)[12] Phase I ESAs are conducted to identify conditions that would indicate a release of hazardous substances and include:

- A review of all known sites in the vicinity of the subject property that are on regulatory agency databases undergoing assessment or cleanup activities;
- An inspection;
- Interviews with people knowledgeable about the property; and
- Recommendations for further actions to address potential hazards.

O2-8

Phase I ESAs may conclude with the identification of any "recognized environmental conditions" ("RECs") and recommendations to address such conditions.

A REC is defined by the American Society for Testing and Materials (ASTM) E1527 as "the likely presence of hazardous substances or petroleum products in, on or at the subject property due to a release or likely release to the environment"[13]

If past land uses include RECs, a Phase II ESA must be prepared in order to properly

[12] *Available at* http://www.astm.org/Standards/E1527.htm
[13] *Ibid.*

evaluate the extent of the contamination identified on the Phase I ESA; and mitigate such impacts; as well as, the need for cleanup to reduce exposure potential to the public.

According to the American Society for Testing and Materials (ASTM) E1903 in its standard practice guidelines for preparing Phase II Environmental Assessments,[14] data gaps in Phase I ESAs indicate a need to prepare a Phase II ESA. even in the absence of any identified RECs.

The scope of the environmental due diligence process should include the Project's environmental effects relating to emerging contaminants; such as 1,2,3-Trichloropropane (1,2,3-TCP), Perchlorate; As well as per- and polyfluoroalkyl substances (PFAS), which are highly fluorinated manmade compounds.

Any contamination that is identified above regulatory screening levels, including California Department of Toxic Substances Control Soil Screening Levels, should be further evaluated and cleaned up, if necessary, in coordination with the Regional Water Quality Control Board and the California Department of Toxic Substances Control.

O2-8 Cont.

2. *The DEIR Fails to Include a Phase II ESA to Evaluate the Extent of the Project's Impacts Relating to Those REC's Identified on the Phase I ESA*

The "Hazards and Hazardous Materials" section of the DEIR describes the affected environment and regulatory setting for hazards and hazardous materials in the Project site, as well as the project's potential impacts on residences and other sensitive receptors that could be exposed to these hazards. The DEIR states that "the historical cleaning use was identified as a recognized environmental condition (REC) and potential vapor encroachment condition (VEC)." DEIR, p. 4.7-4.

The Project's RECs include tetrachloroethylene (PCE) (DEIR, p. 4.7-3), asbestos (DEIR, p. 4.7-4), petroleum hydrocarbons (DEIR, p. 4.7-6), solvents (DEIR, p. 4.7-6),

O2-9

The DEIR failed to prepare a Phase II Environmental Site Assessment to properly evaluate the above recognized environmental conditions RECs. This lack of information regarding the Project site is a failure to establish the existing setting for the Project.

[14] *Available at* https://www.astm.org/e1903-19.html

According to the American Society for Testing and Materials (ASTM) E1903 in its standard practice guidelines for preparing Phase II Environmental Assessments,[15] a Phase II ESA must contains nine sections and four appendices.

The DEIR states that "[i]n response to these findings, a soil and soil vapor investigation was completed." DEIR, p. 4.7-3. However, these two investigations fail to evaluate the entire Project site environmental setting. A Phase II ESA that covers the whole of the Project's site is required to properly set the existing conditions for the project, as required under CEQA.

Further, the ESA fails to discuss the Project's impacts relating to emerging contaminants.

Therefore, the City must prepare a Phase II ESA and recirculate the DEIR

O2-9 Cont.

B. The EIR Fails to Properly Evaluate and Mitigate the Project's Impact Relating to the Diesel Fuel Above Ground Storage Tanks "AST"

The DEIR identifies the existence of Diesel Fuel Above Ground Storage Tanks "AST" on the Project site; Yet, it fails to evaluate such impacts.

The DEIR states that "[t]he presence of the two emergency backup generators with self-contained diesel fuel ASTs is a potential concern. However, the quantity of fuel in the generator ASTs is not considered significant . . . As such, the presence of the ASTs is considered a de minimis condition." DEIR, App. F1, p. 6.

However, a de minimis condition conclusion is unsubstantiated; The EIR confirms that "[a]ccess into the generator containment area was not granted." (DEIR, App. F1, p. 5) and an inspection report states that the Los Angeles County Fire Department - Health Hazardous Materials Division previously "[i]nspected cellular equipment and battery storage building as well as one outdoor diesel fuel aboveground storage tank" (DEIR, Appendix F1, Appendix e)

O2-10

The EIR must include backup generators in the project description, and analyze the impacts of those generators. A failure to identify backup generators impacts the adequacy of the EIR's environmental analyses. Backup generators commonly rely on fuels such as natural gas or diesel, and thus can significantly impact air quality, GHG

O2-11

[15] *Available at* https://www.astm.org/e1903-19.html

emissions, and public health through toxic diesel particulate ("DPM") emissions.[16] Backup generators increase operational emissions during testing periods and unscheduled. Diesel particulate matter (DPM) has been identified as a toxic air contaminant, composed of carbon particles and numerous organic compounds, including over forty known cancer-causing organic substances. The majority of DPM is small enough to be inhaled deep into the lungs and make them more susceptible to injury. Much of the back-up power produced during PSPS events is expected to come from engines regulated by CARB and California's 35 air pollution control and air quality management districts.

O2-11 Cont.

Therefore, the City cannot approve the Project until the errors in the EIR are remedied and substantial evidence supporting its conclusions is provided in an environmental impact report

C. The EIR Fails to Properly Evaluate and Mitigate the Project's Indoor Air Quality and Vapor Intrusion Impacts

1. Background on Indoor Air Quality Impact

Indoor air quality (IAQ) directly impacts the comfort and health of building occupants, and the achievement of acceptable IAQ in newly constructed and renovated buildings is a well-recognized design objective. For example, IAQ is addressed by major highperformance building rating systems and building codes. California Building Standards Commission, 2014; USGBC, 2014.

Indoor air quality in homes is particularly important because occupants, on average, spend approximately ninety percent of their time indoors with the majority of this time spent at home (EPA, 2011). Some segments of the population that are most susceptible to the effects of poor IAQ, such as the very young and the elderly, occupy their homes almost continuously. Additionally, an increasing number of adults are working from home at least some of the time during the workweek. Indoor air quality also is a serious concern for workers in hotels, offices and other business establishments.

O2-12

[16] California Air Resources Board, Emission Impact: Additional Generator Usage Associated with Power Outage (January 30, 2020), *available* at, https://ww2.arb.ca.gov/sites/default/files/2020-01/Emissions_Inventory_Generator_Demand%20Usage_During_Power_Outage_01_30_20.pdf

The concentrations of many air pollutants often are elevated in homes and other buildings relative to outdoor air because many of the materials and products used indoors contain and release a variety of pollutants to air. Hodgson et al., 2002; Offermann and Hodgson, 2011. With respect to indoor air contaminants for which inhalation is the primary route of exposure, the critical design and construction parameters are the provision of adequate ventilation and the reduction of indoor sources of the contaminants.

O2-12 Cont.

2. Background on Vapor Intrusion

Vapor forming chemical (VFC) are volatile chemicals that USEPA recommends be routinely evaluated during a site specific vapor intrusion assessment when it is present as a subsurface contaminant (USEPA, 2015a). A volatile chemical is defined as a chemical with a vapor pressure greater than 1 milliliter of mercury, or Henry's law constant greater than 10–5 atmosphere-meter cubed per mole.

Vapor intrusion (VI) is the migration of chemical vapors from the subsurface into buildings and is a frequent problem at contaminated sites. If uncontrolled, chemical vapors can migrate into buildings and pose a risk to human health. Vapor migration in the subsurface, through building foundations, and within buildings is complex and influenced by many natural and human-caused factors.

These factors include climate (e.g., temperature, pressure, precipitation), building conditions (e.g., foundation type and status, age, size), and heating, ventilation, and air conditioning (HVAC) operation.

The combination of these factors can result in significant spatial and temporal variability in subsurface and indoor air vapor concentrations. With the potential for such high variability, the probability of false negatives increases – a concern that potential risks associated with VI into indoor air will be underestimated.

O2-13

3. The DEIR Fails to Properly Evaluate and Mitigate the Project's Health Risk Impacts of Toxic Air and Vapor Intrusion

The DEIR fails to properly evaluate the health risk impacts of toxic air contaminant ("TAC") emissions contributed by the proposed project as well as cumulatively with other nearby TAC sources.

O2-14

The Project's air quality impacts is not limited to TAC. The Project site contain a series of vapor forming chemicals ("VFC") which need to be evaluated for potential risks

O2-15

associated with exposure to VFCs migrating from contaminated soil into new or existing buildings to ensure adequate protection of human health.

The Project's indoor air According to the DEIR's Subsurface Soil and Soil Vapor Investigation:

> Detected VOCs in soil vapor samples that exceeded at least one human health screening level for vapor intrusion based on a residential land use setting included benzene (15-foot bgs probe of MP5), and PCE (all probe intervals).
>
> The lateral and vertical extent of PCE in soil vapor has not been assessed beneath the Site.
>
> Indoor air sampling would be required to assess if vapor intrusion is occurring at the Site. Future residential structures with slab-on-grade construction may require a vapor intrusion mitigation system (e.g. – sub-slab vapor barrier).

DEIR, App. F 4, p. 9.

The Project's "[g]rading is estimated to result in approximately 57,000 cubic yards of excavation/export" of soil. DEIR p. 4.2-22. The DEIR fails to mention logistics regarding testing, soil remediation, or disposal of the soil at a facility appropriate for polluted soil. Excavation poses the risk of carcinogenic VOCs and polluted soil escaping into the air breathed by neighboring residents and the Project's construction crew. These same VOCs pose a risk of vapor intrusion into the new construction, endangering the construction workers and future building occupants.

Therefore, the EIR should be revised to include a Vapor Intrusion assessment to properly evaluate and mitigate the Project's potential risk to occupant health, screening the vulnerability of individual buildings to vapor intrusion, and identifying nature of contaminant/vapor mobility over time.

O2-15 Cont.

4. The DEIR Improperly Defers Development of Vapor Intrusion Environmental Mitigation Measures

CEQA mitigation measures proposed and adopted into an environmental impact report are required to describe what actions that will be taken to reduce or avoid an environmental impact. CEQA Guidelines § 15126.4(a)(1)(B) (providing "[f]ormulation of mitigation measures should not be deferred until some future time."). While the same Guidelines section 15126.5(a)(1)(B) acknowledges an exception to the rule against deferrals, but such exception is narrowly proscribed to situations where "measures may specify performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way." (*Id.*) Courts have also recognized a similar exception to the general rule against deferral of mitigation measures where the performance criteria for each mitigation measure is identified and described in the EIR. *Sacramento Old City Ass'n v. City Council* (1991) 229 Cal.App.3d 1011.

Impermissible deferral can occur when an EIR calls for mitigation measures to be created based on future studies or describes mitigation measures in general terms but the agency fails to commit itself to specific performance standards. *Preserve Wild Santee v. City of Santee* (2012) 210 Cal.App.4th 260, 281 (city improperly deferred mitigation to butterfly habitat by failing to provide standards or guidelines for its management); *San Joaquin Raptor Rescue Center v. County of Merced* (2007) 149 Cal.App.4th 645, 671 (EIR failed to provide and commit to specific criteria or standard of performance for mitigating impacts to biological habitats); *see also Cleveland Nat'l Forest Found. v San Diego Ass'n of Gov'ts* (2017) 17 Cal.App.5th 413, 442 (generalized air quality measures in the EIR failed to set performance standards); *California Clean Energy Comm. v City of Woodland* (2014) 225 Cal.App.4th 173, 195 (agency could not rely on a future report on urban decay with no standards for determining whether mitigation required); *POET, LLC v. State Air Resources Bd.* (2013) 218 Cal.App.4th 681, 740 (agency could not rely on future rulemaking to establish specifications to ensure emissions of nitrogen oxide would not increase because it did not establish objective performance criteria for measuring whether that goal would be achieved); *Gray v. County of Madera* (2008) 167 Cal.App.4th 1099, 1119 (rejecting mitigation measure requiring replacement water to be provided to neighboring landowners because it identified a general goal for mitigation rather than specific performance standard); *Endangered Habitats League,*

O2-16

Inc. v. County of Orange (2005) 131 Cal.App.4th 777, 794 (requiring report without established standards is impermissible delay).

O2-16 Cont.

According to the DEIR, mitigation measure MM-HAZ-3 states that "[t]he construction contractor shall incorporate vapor mitigation design features into building plans that reduce potential vapor intrusion in buildings and enclosed structures on the Project site below DTSC Screening Levels." DEIR 4.27-24. However, the DEIR fails to identify or mention any of such mitigation design features.

O2-17

Therefore, the EIR should be revised to properly mitigate its vapor intrusion impacts

D. The EIR Fails to Properly Evaluate and Mitigate the Project's Hydrology Impacts

1. *The Project Improperly Relies on Regulatory Compliance and to Support that an Environmental Effect is Less than Significant*

The Project improperly relies on regulatory compliance to reduce the potential for environmental effects. For example, the DEIR states that "[c]ompliance with existing regulations would prevent violation of water quality standards and minimize the potential for contributing sources of polluted runoff. Therefore, compliance with existing regulations would ensure that the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface quality from demolition and construction activities. Impacts would be less than significant, and no mitigation is required." DEIR, p. 4.8-15.

O2-18

Further, the DEIR states that "[a]s a result of compliance with existing regulations, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality during the long-term Project operations. Impacts would be less than significant, and no mitigation is required." DEIR, p. 4.8-17.

According to the DEIR:

> With compliance with applicable regulations, the proposed Project does not include any facilities or land uses that could generate pollutants that could result in substantial water quality impacts. As discussed in Threshold 3.8(a), compliance with the City's Stormwater Management requirements would protect the water quality of watercourses in a manner pursuant to and consistent with the Federal Clean Water Act, and pursuant to the

O2-19

> NPDES CGP No. 2009-0009-DWQ. Restrictions in this Ordinance are applicable to both construction activities and operations. Additionally, compliance with CGP issued by the SWRCB would require implementation of BMPs during construction to address the potential for pollutants from entering downstream waters. The Project's potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality would be less than significant and no mitigation is required.

O2-19 Cont.

DEIR, p. 4.8-19.

The improper reliance on regulatory compliance extends to all other Project's impacts. For example, relating to noise imapcts, the DEIR states that "the proposed Project would comply with existing noise regulations and restrictions designated for the Project site and no noise mitigation would be required." (DEIR, p. 4.9-40). And "[t]he proposed Project would comply with existing regulations governing noise and no noise mitigation would be required." DEIR, p. 4.9-41.

Relying on mere consistency with regulatory standards, the EIR conclude in many instances that the Project's impacts are less than significant, and that no mitigation is required.

However, it is established that, "[c]ompliance with the law is not enough to support a finding of no significant impact under . . . CEQA." *Californians for Alternatives to Toxics v. Department of Food & Agriculture* (2005) 136 Cal. App. 4th 1, 15 – 17 (finding that a lead agency "abused its discretion by relying on DPR's regulatory scheme as a substitute for performing its own evaluation of the environmental impacts of using pesticides."). Bare conclusions or opinions of the agency are not sufficient to satisfy an agency's obligation under CEQA to adequately support their environmental determinations. *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal. 3d 376, 403 – 404. "To facilitate CEQA's informational role, the EIR must contain facts and analysis, not just the agency's bare conclusions or opinions. . . . [to] enable[] the decision-makers and the public to make an 'independent, reasoned judgment' about a proposed project." *Concerned Citizens of Costa Mesa, Inc. v. 32nd Dist. Agricultural Assn.* (1986) 42 Cal.3d 929, 935 (quoting *Santiago County Water Dist. v. County of Orange* (1981) 118 Cal.App.3d 818, 831).

O2-20

As the Court noted in East Sacramento Partnerships for a *Livable City v. City of Sacramento* (2016) 5 Cal. App. 5th 281, 301, compliance with a regulatory scheme "in and of itself does not insulate a project from the EIR requirement, where it may be fairly argued that the project will generate significant environmental effects." (Internal quotations omitted.) A project's effects can be significant even if they are not greater than those deemed acceptable in a general plan or other regulatory law. *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1416; see also *Keep Our Mountains Quiet v. County of Santa Clara* (2015) 236 Cal.App.4th 714, 732 (finding that a full environmental impact report is required "if substantial evidence supports a fair argument that the Project may have significant unmitigated noise impacts, even if other evidence shows the Project will not generate noise in excess of the County's noise ordinance and general plan.").)

A public agency cannot apply a threshold of significance or regulatory standard "in a way that forecloses the consideration of any other substantial evidence showing there may be a significant effect." *Mejia v. City of Los Angeles* (2005) 130 Cal.App.4th 322, 342. Where comments from a responsible sister agency, such as the Water District, disclose new or conflicting data or opinions that cause concern that the agency may not have fully evaluated the project and its alternatives, these comments may not simply be ignored based on a conclusory statement about compliance with regulatory standards; there must be a good faith, reasoned analysis. *Berkeley Keep Jets Over the Bay Com. v. Board of Port Comrs.* (2001) 91 Cal. App. 4th 1344, 1367. The District's approach fails to meet its obligation to engage in good faith reasoned analysis to provide the public, public agencies and decisionmakers with detailed information about the effects that the Project will have on the environment, ways to mitigate those effects, as well as alternatives. PRC § 21061.

An agency must "explain how the particular requirements of that environmental standard reduce project impacts, including cumulative impacts, to a level that is less that significant, and why the environmental standard is relevant to the analysis of a project that is less than significant. CEQA Guidelines § 15067.7.

The City's reliance on compliance with regulations does not obviate the need for further analysis of environmental impacts, nor does compliance with regulations provide any substantial evidence that the Project will not have significant environmental impacts. The courts have held that compliance with regulations alone is insufficient to conclude that a project will not have significant environmental impacts.

O2-20 Cont.

O2-21

The City reliance on the Project's anticipated compliance does not provide any substantial evidence that the Project will not have significant environmental impacts.

Therefore, the EIR must be revised to properly mitigate the Project's Hydrology impacts.

O2-21 Cont.

2. *The EIR also fails to Adequately Evaluate and Mitigate the Project's Environmental Impacts Because the EIR Compresses the Analysis of Impacts and Mitigation Measures into a Single Issue.*

CEQA requires a lead agency to consider a proposed project, evaluate its environmental impacts and, if significant impacts are identified, to describe feasible mitigation measures to reduce the impacts. Failure to evaluate the effect of these measures in the impact analysis violates the legal requirement to provide a logical argument, supported by substantial evidence, for each impact conclusion in an environmental document *Lotus v. Department of Transportation*, (2014) 223 Cal.App.4th 645.

The court explained, "[s]imply stating there will be no significant impacts because the project incorporates 'special construction techniques' is not adequate or permissible." (Ibid.) and this "short-cutting of CEQA requirements ... precludes both identification of potential environmental consequences arising from the project and also thoughtful analysis of the sufficiency of measures to mitigate those consequences." (Ibid.)

For example, as discussed above, the EIR Compressed the Analysis of the Project's Hydrology and Noise Impacts and their Mitigation Measures into a Single Issues.

By compressing the analysis of impacts and mitigation measures into a single issue, the EIR disregards the requirements of CEQA.

O2-22

III. CONCLUSION

The Southwest Carpenters request that the City revise and recirculate the Project's environmental impact report to address the aforementioned concerns. If the City has any questions or concerns, feel free to contact my Office.

O2-23

Sincerely,

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

Attached:

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

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

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

EXHIBIT A

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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March 8, 2021

Mitchell M. Tsai
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Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

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

Worker Trips and Greenhouse Gas Calculations

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

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

[1] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[2] "California Emissions Estimator Model." CAPCOA, 2017, *available at:* http://www.aqmd.gov/caleemod/home.
[3] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

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

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

> "$VMT_d = \Sigma(\text{Average Daily Trip Rate}_i * \text{Average Overall Trip Length}_i)_n$
>
> Where:
>
> n = Number of land uses being modeled."[5]

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

> "$\text{Emissions}_{pollutant} = VMT * EF_{running,pollutant}$
>
> Where:
>
> $\text{Emissions}_{pollutant}$ = emissions from vehicle running for each pollutant
>
> VMT = vehicle miles traveled
>
> $EF_{running,pollutant}$ = emission factor for running emissions."[6]

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

Default Worker Trip Parameters and Potential Local Hire Requirements

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

O2-24

[4] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14-15.
[5] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 23.
[6] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[7] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[8] CalEEMod User Guide, *available at:* http://www.caleemod.com/, p. 1, 9.

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

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

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

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

O2-24 Cont.

[9] "CalEEMod User's Guide." CAPCOA, November 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.
[10] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.
[11] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14.
[12] "Appendix A Calculation Details for CalEEMod." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 21.
[13] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-84 – D-86.

3

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

Practical Application of a Local Hire Requirement and Associated Impact

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

Local Hire Provision Net Change	
Without Local Hire Provision	
Total Construction GHG Emissions (MT CO_2e)	3,623
Amortized Construction GHG Emissions (MT CO_2e/year)	120.77
With Local Hire Provision	
Total Construction GHG Emissions (MT CO2e)	3,024
Amortized Construction GHG Emissions (MT CO_2e/year)	100.80
% Decrease in Construction-related GHG Emissions	***17%***

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

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

O2-24 Cont.

[14] "Appendix D Default Data Tables." CAPCOA, October 2017, *available at:* http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-85.

4

Disclaimer

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

Sincerely,

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

Paul E. Rosenfeld, Ph.D.

Attachment A

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

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

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

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

Attachment B

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

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

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.23	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	5.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

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

tblVehicleTrips	SU_TR	6.98	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	6.17	3.84
tblVehicleTrips	WD_TR	69.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8342	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1969	213.1969	0.0601	0.0000	214.6993
2022	0.6904	4.1142	5.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.692 6	1,721.692 6	0.1294	0.0000	1,724.918 7
2023	0.6148	3.3649	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.529 5	1,627.529 5	0.1185	0.0000	1,630.492 5
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9078	52.9078	8.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**5.6747**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.692 6**	**1,721.692 6**	**0.1294**	**0.0000**	**1,724.918 7**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1713	1.8242	1.1662	2.4000e-003	0.4169	0.0817	0.4986	0.1795	0.0754	0.2549	0.0000	213.1967	213.1967	0.0601	0.0000	214.6981
2022	0.6904	4.1142	5.1625	0.0189	1.3058	0.1201	1.4259	0.3460	0.1128	0.4588	0.0000	1,721.692 3	1,721.692 3	0.1294	0.0000	1,724.918 3
2023	0.6148	3.3648	5.6747	0.0178	1.1963	0.0996	1.2959	0.3203	0.0935	0.4138	0.0000	1,627.529 1	1,627.529 1	0.1185	0.0000	1,630.492 1
2024	4.1619	0.1335	0.2810	5.9000e-004	0.0325	6.4700e-003	0.0390	8.6300e-003	6.0400e-003	0.0147	0.0000	52.9077	52.9077	8.0200e-003	0.0000	53.1082
Maximum	**4.1619**	**4.1142**	**5.6747**	**0.0189**	**1.3058**	**0.1201**	**1.4259**	**0.3460**	**0.1128**	**0.4588**	**0.0000**	**1,721.692 3**	**1,721.692 3**	**0.1294**	**0.0000**	**1,724.918 3**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	11-30-2021	1.4105	1.4105
2	12-1-2021	2-28-2022	1.3813	1.3813
3	3-1-2022	5-31-2022	1.1885	1.1885
4	6-1-2022	8-31-2022	1.1821	1.1821
5	9-1-2022	11-30-2022	1.1818	1.1818
6	12-1-2022	2-28-2023	1.0774	1.0774
7	3-1-2023	5-31-2023	1.0325	1.0325
8	6-1-2023	8-31-2023	1.0359	1.0359

9	9-1-2023	11-30-2023	1.0085	1.0085
10	12-1-2023	2-29-2024	2.8857	2.8857
11	3-1-2024	5-31-2024	1.4307	1.4307
		Highest	2.8857	2.8857

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.9804	1.8700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.8200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,898.073 2	3,898.073 2	0.1303	0.0488	3,913.283 3
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.498 6	7,620.498 6	0.3407	0.0000	7,629.016 2
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2911	0.0000	514.9354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	6.8692	9.5223	30.3407	0.0818	7.7979	0.2260	8.0240	2.0895	0.2219	2.3114	236.9712	12,294.18 07	12,531.15 19	15.7804	0.1260	12,963.47 51

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0301	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7710	7.8200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,996.073 2	3,996.073 2	0.1303	0.0468	3,913.293 3
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.496 6	7,620.496 6	0.3407	0.0000	7,629.016 2
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	693.7567
Total	6.8692	9.5223	30.3407	0.0914	7.7979	0.2260	8.0240	2.0895	0.2219	2.3114	236.9712	12,294.18 07	12,531.15 19	15.7904	0.1260	12,973.47 51

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

3.0 Construction Detail

Construction Phase

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

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

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

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

OffRoad Equipment

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

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

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
Demolition	6	15.00	0.00	456.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

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

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0600e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4868
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	**2.9000e-003**	**0.0641**	**0.0233**	**2.0000e-004**	**6.4100e-003**	**2.1000e-004**	**6.6200e-003**	**1.7300e-003**	**2.0000e-004**	**1.9300e-003**	**0.0000**	**19.6818**	**19.6818**	**1.2800e-003**	**0.0000**	**19.7136**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3680
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3680**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0600e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
Total	**2.9000e-003**	**0.0641**	**0.0233**	**2.0000e-004**	**6.4100e-003**	**2.1000e-004**	**6.6200e-003**	**1.7300e-003**	**2.0000e-004**	**1.9300e-003**	**0.0000**	**19.6818**	**19.6818**	**1.2800e-003**	**0.0000**	**19.7136**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7081
Total	**0.0389**	**0.4050**	**0.2115**	**3.8000e-004**	**0.1807**	**0.0204**	**0.2011**	**0.0993**	**0.0188**	**0.1181**	**0.0000**	**33.4357**	**33.4357**	**0.0108**	**0.0000**	**33.7081**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

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

3.4 Grading - 2021

Unmitigated Construction On-Site

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

3.4 Grading - 2021

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.4 Grading - 2021

Mitigated Construction Off-Site

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

3.4 Grading - 2022

Unmitigated Construction On-Site

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

3.4 Grading - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.4 Grading - 2022

Mitigated Construction Off-Site

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

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.8754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	0.2158	1.8754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6981	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4089	0.3066	3.5305	0.0107	1.1109	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	**0.4616**	**2.0027**	**3.9885**	**0.0152**	**1.2243**	**0.0121**	**1.2363**	**0.3278**	**0.0112**	**0.3390**	**0.0000**	**1,408.795 2**	**1,408.795 2**	**0.0530**	**0.0000**	**1,410.120 8**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.8754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	**0.2158**	**1.8754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1321**	**293.1321**	**0.0702**	**0.0000**	**294.8877**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6981	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.4089	0.3066	3.5305	0.0107	1.1109	8.8700e-003	1.1192	0.2949	8.1700e-003	0.3031	0.0000	966.8117	966.8117	0.0266	0.0000	967.4773
Total	**0.4616**	**2.0027**	**3.9885**	**0.0152**	**1.2243**	**0.0121**	**1.2363**	**0.3278**	**0.0112**	**0.3390**	**0.0000**	**1,408.795 2**	**1,408.795 2**	**0.0530**	**0.0000**	**1,410.120 8**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1842	1.7785	2.0081	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0881	0.0000	287.9814
Total	**0.1842**	**1.7785**	**2.0081**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2789**	**286.2789**	**0.0881**	**0.0000**	**287.9814**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0229	0.0000	418.5624
Worker	0.5753	0.2708	3.1896	0.0101	1.0840	9.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	**0.6135**	**1.5218**	**3.5707**	**0.0144**	**1.1953**	**9.8700e-003**	**1.2051**	**0.3200**	**9.1400e-003**	**0.3292**	**0.0000**	**1,327.336 9**	**1,327.336 9**	**0.0462**	**0.0000**	**1,328.491 3**

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	0.1842	1.7785	2.0081	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	**0.1842**	**1.7785**	**2.0081**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2785**	**286.2785**	**0.0681**	**0.0000**	**287.9811**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0229	0.0000	418.5624
Worker	0.5753	0.2708	3.1896	0.0101	1.0840	9.4100e-003	1.0924	0.2879	7.7400e-003	0.2957	0.0000	909.3439	909.3439	0.0234	0.0000	909.9291
Total	0.6135	1.5218	3.5707	0.0144	1.1953	9.8700e-003	1.2051	0.3200	9.1400e-003	0.3292	0.0000	1,327.336 9	1,327.336 9	0.0462	0.0000	1,328.491 3

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0848	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0848	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

3.6 Paving - 2023

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0848	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0848	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

3.6 Paving - 2023

Mitigated Construction Off-Site

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

3.6 Paving - 2024

Unmitigated Construction On-Site

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

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4708
Total	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4708

Mitigated Construction On-Site

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

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4708
Total	5.9000e-004	4.1000e-004	4.9200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4697	1.4697	4.0000e-005	0.0000	1.4708

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

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

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

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

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	1.5857	7.9962	19.1934	0.0021	7.7979	0.0580	7.8559	2.0995	0.0539	2.1434	0.0000	7,620.488 6	7,620.488 6	0.3407	0.0000	7,629.016 2
Unmitigated	1.5857	7.9962	19.1934	0.0021	7.7979	0.0580	7.8559	2.0995	0.0539	2.1434	0.0000	7,620.488 6	7,620.488 6	0.3407	0.0000	7,629.016 2

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	443,703	443,703
Quality Restaurant	501.12	511.92	481.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	6.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	6.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	6.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.50	64.70	19.00	54	35	11

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive 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	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

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										MT/yr					
Apartments Low Rise	408484	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9264
Apartments Mid Rise	1.30613e+007	0.0704	0.6019	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9969	696.9969	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9985	24.9985	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9488
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84609e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9000	4.9000	9.0000e-005	9.0000e-005	4.9301
Total		0.1398	1.2312	0.7770	7.6200e-003		0.0986	0.0986		0.0986	0.0986	0.0000	1,393.426 8	1,393.426 8	0.0266	0.0254	1,391.847 8

5.2 Energy by Land Use - NaturalGas

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										MT/yr					
Apartments Low Rise	408484	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9264
Apartments Mid Rise	1.30613e+007	0.0704	0.6019	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9985	24.9985	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9488
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7900e-003	1.7000e-003	93.4557
Quality Restaurant	1.84609e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9000	4.9000	9.0000e-005	9.0000e-005	4.9301
Total		0.1398	1.2312	0.7770	7.6200e-003		0.0986	0.0986		0.0986	0.0986	0.0000	1,393.426 8	1,393.426 8	0.0266	0.0254	1,391.847 8

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.84697e+006	1,257.587 9	0.0519	0.0107	1,262.088 9
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		2,512.648 3	0.1037	0.0216	2,521.638 6

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.84697e+006	1,257.587 9	0.0519	0.0107	1,262.088 9
General Office Building	584550	186.2502	7.6800e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		2,512.648 3	0.1037	0.0216	2,521.638 6

6.0 Area Detail

6.1 Mitigation Measures Area

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1783	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1186	204.1186	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3098	0.1167	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

6.2 Area by SubCategory

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										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0205	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3285
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5825**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	586.8052	3.0183	0.0755	683.7567
Unmitigated	586.8052	3.0183	0.0755	683.7567

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02698	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0495	426.4719	2.0897	0.0523	493.2383
General Office Building	7.89902 / 4.90201	53.0719	0.2627	6.5800e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	61.2702	0.3590	8.9200e-003	62.8482
Hotel	1.28834 / 0.140927	6.1833	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.164996	11.3934	0.0796	1.9500e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		586.3952	3.0183	0.0755	683.7587

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02698	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0495	426.4719	2.0897	0.0523	493.2383
General Office Building	7.89902 / 4.90201	53.0719	0.2627	6.5800e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	61.2702	0.3590	8.9200e-003	62.8482
Hotel	1.28834 / 0.140927	6.1833	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9500e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		586.3952	3.0183	0.0755	683.7587

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	6.7634
Apartments Mid Rise	449.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.05	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9813	5.1393	0.0000	215.4430
Hotel	27.58	5.5979	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.6	11.9059	0.7054	0.0000	29.5706
Total		207.8979	12.2811	0.0000	514.8354

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	6.7634
Apartments Mid Rise	449.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.05	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9813	5.1393	0.0000	215.4430
Hotel	27.58	5.5979	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.6	11.9059	0.7054	0.0000	29.5706
Total		207.8979	12.2811	0.0000	514.8354

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

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

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.23	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	5.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

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

tblVehicleTrips	SU_TR	6.98	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	6.17	3.84
tblVehicleTrips	WD_TR	69.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	46.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	46.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.797 4	6,234.797 4	1.9486	0.0000	6,283.535 2
2022	5.3304	38.8967	49.5629	0.1517	9.9689	1.6386	10.7727	3.6958	1.5057	5.1615	0.0000	15,251.56 74	15,251.56 74	1.9503	0.0000	15,278.52 88
2023	4.9957	28.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6391	0.7322	3.3702	0.0000	14,807.52 69	14,807.52 69	1.0250	0.0000	14,833.15 21
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4598	1.8629	0.4743	0.4322	0.5476	0.0000	2,361.398 9	2,361.398 9	0.7177	0.0000	2,379.342 1
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.56 74**	**15,251.56 74**	**1.9503**	**0.0000**	**15,278.52 88**

2.1 Overall Construction (Maximum Daily Emission)

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					
2021	4.2769	46.4588	31.6840	0.0643	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,234.797 4	6,234.797 4	1.9486	0.0000	6,283.535 2
2022	5.3304	38.8967	49.5629	0.1517	9.9689	1.6386	10.7727	3.6958	1.5057	5.1615	0.0000	15,251.56 74	15,251.56 74	1.9503	0.0000	15,278.52 88
2023	4.9957	28.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6391	0.7322	3.3702	0.0000	14,807.52 69	14,807.52 69	1.0250	0.0000	14,833.15 20
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4598	1.8629	0.4743	0.4322	0.5476	0.0000	2,361.398 9	2,361.398 9	0.7177	0.0000	2,379.342 1
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.56 74**	**15,251.56 74**	**1.9503**	**0.0000**	**15,278.52 88**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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	30.5020	15.0486	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.59 50	18,148.59 50	0.4874	0.3300	18,358.11 92
Energy	0.7660	6.7482	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4817	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.18 16**	**76,811.18 16**	**2.8282**	**0.4832**	**77,025.87 86**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0486	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.59 50	18,148.59 50	0.4874	0.3300	18,358.11 92
Energy	0.7660	6.7482	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
Mobile	9.8489	45.4304	114.8495	0.4817	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.60 34	50,306.60 34	2.1807		50,361.12 08
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.18 16**	**76,811.18 16**	**2.8282**	**0.4832**	**77,025.87 86**

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

3.0 Construction Detail

Construction Phase

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

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

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

OffRoad Equipment

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

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

Trips and VMT

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

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	456.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

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

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,282.241 3	1,282.241 3	0.0877		1,284.433 7
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4346**	**0.0139**	**0.4485**	**0.1176**	**0.0133**	**0.1309**		**1,453.056 8**	**1,453.056 8**	**0.0927**		**1,455.375 0**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1851	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.944 9	3,747.944 9	1.0549		3,774.317 4
Total	**3.1851**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.944 9**	**3,747.944 9**	**1.0549**		**3,774.317 4**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,282.241 3	1,282.241 3	0.0877		1,284.433 7
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1577	1.3500e-003	0.1590	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4246**	**0.0139**	**0.4385**	**0.1176**	**0.0133**	**0.1309**		**1,453.056 8**	**1,453.056 8**	**0.0927**		**1,455.375 0**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4871	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	**3.8882**	**40.4871**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.656 9**	**3,685.656 9**	**1.1920**		**3,715.457 3**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.6400e-003		205.1296
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.6400e-003**		**205.1296**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0863	0.0000	18.0863	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4871	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	**3.8882**	**40.4871**	**21.1543**	**0.0380**	**18.0863**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.656 9**	**3,685.656 9**	**1.1920**		**3,715.457 3**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1298
Total	**0.0772**	**0.0530**	**0.7250**	**2.0600e-003**	**0.2012**	**1.6300e-003**	**0.2028**	**0.0534**	**1.5000e-003**	**0.0549**		**204.9786**	**204.9786**	**6.0400e-003**		**205.1298**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5985	0.0000	3.5985			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.043 4	6,007.043 4	1.9428		6,055.513 4
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5985**	**1.8265**	**5.4250**		**6,007.043 4**	**6,007.043 4**	**1.9428**		**6,055.513 4**

3.4 Grading - 2021

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5985	0.0000	3.5985			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0820		1.9853	1.9853		1.8265	1.8265	0.0000	8,007.043 4	8,007.043 4	1.9428		8,055.513 4
Total	4.1912	46.3998	30.8785	0.0820	8.6733	1.9853	10.6587	3.5985	1.8265	5.4250	0.0000	8,007.043 4	8,007.043 4	1.9428		8,055.513 4

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0857	0.0589	0.8056	2.2900e-003	0.2236	1.9100e-003	0.2254	0.0593	1.6600e-003	0.0610		227.7540	227.7540	6.7100e-003		227.9217
Total	**0.0857**	**0.0589**	**0.8056**	**2.2900e-003**	**0.2236**	**1.9100e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**227.7540**	**227.7540**	**6.7100e-003**		**227.9217**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5865	0.0000	3.5865			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0821		1.6349	1.6349		1.5041	1.5041		8,011.4105	8,011.4106	1.9442		8,060.0198
Total	**3.6248**	**38.8435**	**29.0415**	**0.0821**	**8.6733**	**1.6349**	**10.3082**	**3.5865**	**1.5041**	**5.1006**		**8,011.4105**	**8,011.4105**	**1.9442**		**8,060.0198**

3.4 Grading - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5985	0.0000	3.5985			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0821		1.6349	1.6349		1.5041	1.5041	0.0000	8,011.4105	8,011.4106	1.9442		8,060.0198
Total	3.6248	38.8435	29.0415	0.0821	8.6733	1.6349	10.3082	3.5985	1.5041	5.1026	0.0000	8,011.4105	8,011.4105	1.9442		8,060.0198

3.4 Grading - 2022

Mitigated Construction Off-Site

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

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.8156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 9	2,554.333 9	0.6120		2,569.632 2
Total	1.7062	15.8156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2639	0.0237	0.2873		3,896.549 2	3,896.549 2	0.2236		3,902.138 4
Worker	3.2162	2.1318	29.7664	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.685 7	8,800.685 7	0.2429		8,806.758 2
Total	3.6242	15.3350	33.1905	0.1247	9.8688	0.0949	9.9637	2.6381	0.0883	2.7263		12,697.23 39	12,697.23 39	0.4665		12,708.89 66

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.8156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.7062	15.8156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2639	0.0237	0.2873		3,896.548 2	3,896.548 2	0.2236		3,902.138 4
Worker	3.2162	2.1318	29.7664	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.685 7	8,800.685 7	0.2429		8,806.758 2
Total	3.6242	15.3350	33.1905	0.1247	9.8688	0.0949	9.9637	2.6381	0.0883	2.7263		12,697.23 39	12,697.23 39	0.4665		12,708.89 66

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6897	0.6897		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6897	0.6897		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.440 8	8,478.440 8	0.2190		8,483.916 0
Total	3.3229	11.9468	30.5127	0.1203	9.8688	0.0797	9.9485	2.6381	0.0738	2.7118		12,252.31 70	12,252.31 70	0.4172		12,262.74 60

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6897	0.6897		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6078		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6897	0.6897		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6078		2,570.406 1

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.440 8	8,478.440 8	0.2190		8,483.916 0
Total	3.3229	11.9468	30.5127	0.1203	9.8688	0.0797	9.9485	2.6381	0.0738	2.7118		12,252.31 70	12,252.31 70	0.4172		12,262.74 60

3.6 Paving - 2023

Unmitigated Construction On-Site

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

3.6 Paving - 2023

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.6 Paving - 2023

Mitigated Construction Off-Site

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

3.6 Paving - 2024

Unmitigated Construction On-Site

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

3.6 Paving - 2024

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.6 Paving - 2024

Mitigated Construction Off-Site

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

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

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

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.085 2	1,641.085 2	0.0401		1,642.086 6
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.085 2**	**1,641.085 2**	**0.0401**		**1,642.086 6**

Mitigated Construction On-Site

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

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.085 2	1,641.085 2	0.0401		1,642.086 6
Total	0.5707	0.3513	5.1044	0.0165	1.7884	0.0134	1.8018	0.4743	0.0123	0.4866		1,641.085 2	1,641.085 2	0.0401		1,642.086 6

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	9.8489	45.4304	114.8496	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Unmitigated	9.8489	45.4304	114.8496	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	443,703	443,703
Quality Restaurant	501.12	511.92	481.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	6.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	6.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.50	64.70	19.00	54	35	11

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0410		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0410		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4485
Apartments Mid Rise	35794.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.916 4	4,209.916 4	0.0807	0.0772	4,234.933 9
General Office Building	1293.42	0.0139	0.1259	0.1057	7.5600e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.9804
High Turnover (Sit Down Restaurant)	22758.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.634 2	2,677.634 2	0.0513	0.0491	2,693.546 0
Hotel	4789.72	0.0514	0.4676	0.3929	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5659
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7779
Total		0.7669	6.7163	4.2573	0.0516		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1692	0.1532	8,405.838 7

5.2 Energy by Land Use - NaturalGas

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				
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4485
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.916 4	4,209.916 4	0.0807	0.0772	4,234.933 9
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5600e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.9804
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.634 2	2,677.634 2	0.0513	0.0491	2,693.546 0
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5659
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7779
Total		0.7669	6.7163	4.2573	0.0516		0.5292	0.5292		0.5292	0.5292		5,355.983 2	5,355.983 2	0.1692	0.1532	5,405.838 7

6.0 Area Detail

6.1 Mitigation Measures Area

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1095					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6600	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9950
Landscaping	2.4786	0.9496	82.4430	4.3800e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1242
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1086					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9850
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

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

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.23	0.00
tblFireplaces	NumberWood	48.75	0.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.82
tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	5.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.69
tblVehicleTrips	SU_TR	131.84	78.27

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

tblVehicleTrips	SU_TR	6.98	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	6.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	6.17	3.84
tblVehicleTrips	WD_TR	69.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.493 7	6,221.493 7	1.9491	0.0000	6,270.221 4
2022	5.7219	38.9024	47.3319	0.1455	9.9699	1.6388	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.30 99	14,630.30 99	1.9499	0.0000	14,657.26 63
2023	5.2705	28.4914	44.5935	0.1415	9.8688	0.7800	10.6488	2.6391	0.7329	3.3708	0.0000	14,210.34 24	14,210.34 24	1.0250	0.0000	14,235.91 60
2024	237.2328	9.5810	15.0611	0.0243	1.7884	0.4598	1.9629	0.4743	0.4322	0.5476	0.0000	2,352.417 8	2,352.417 8	0.7175	0.0000	2,370.366 0
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.30 99**	**14,630.30 99**	**1.9499**	**0.0000**	**14,657.26 63**

2.1 Overall Construction (Maximum Daily Emission)

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					
2021	4.2865	46.4651	31.6150	0.0642	18.2675	2.0461	20.3135	9.9840	1.8824	11.8664	0.0000	6,221.493 7	6,221.493 7	1.9491	0.0000	6,270.221 4
2022	5.7219	38.9024	47.3319	0.1455	9.9699	1.6388	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.30 99	14,630.30 99	1.9499	0.0000	14,657.26 63
2023	5.2705	28.4914	44.5935	0.1415	9.8688	0.7800	10.6488	2.6391	0.7329	3.3708	0.0000	14,210.34 24	14,210.34 24	1.9250	0.0000	14,235.91 60
2024	237.2328	9.5810	15.0611	0.0243	1.7884	0.4598	1.8629	0.4743	0.4322	0.5476	0.0000	2,352.417 8	2,352.417 8	0.7175	0.0000	2,370.366 0
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.30 99**	**14,630.30 99**	**1.9499**	**0.0000**	**14,657.26 63**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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	30.5020	15.0486	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,358.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3375	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0486	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,358.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3375	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

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

3.0 Construction Detail

Construction Phase

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

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

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

OffRoad Equipment

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

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	456.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

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

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,268.8655	1,268.8655	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0493	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.2019**	**4.1948**	**1.5706**	**0.0133**	**0.4346**	**0.0141**	**0.4487**	**0.1176**	**0.0135**	**0.1311**		**1,430.693 2**	**1,430.693 2**	**0.0955**		**1,433.081 2**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1851	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.944 9	3,747.944 9	1.0549		3,774.317 4
Total	**3.1851**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.944 9**	**3,747.944 9**	**1.0549**		**3,774.317 4**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,268.8655	1,268.8655	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0493	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.2019**	**4.1948**	**1.5706**	**0.0133**	**0.4346**	**0.0141**	**0.4487**	**0.1176**	**0.0135**	**0.1311**		**1,430.693 2**	**1,430.693 2**	**0.0955**		**1,433.081 2**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0863	0.0000	18.0863	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4871	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	**3.8882**	**40.4871**	**21.1543**	**0.0380**	**18.0863**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.656 9**	**3,685.656 9**	**1.1920**		**3,715.457 3**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0863	0.0000	18.0863	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4871	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	**3.8882**	**40.4871**	**21.1543**	**0.0380**	**18.0863**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.656 9**	**3,685.656 9**	**1.1920**		**3,715.457 3**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

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

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5985	0.0000	3.5985			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0820		1.9853	1.9853		1.8265	1.8265		8,007.043 4	8,007.043 4	1.9428		8,055.513 4
Total	**4.1912**	**46.3998**	**30.8785**	**0.0820**	**8.6733**	**1.9853**	**10.6587**	**3.5985**	**1.8265**	**5.4250**		**8,007.043 4**	**8,007.043 4**	**1.9428**		**8,055.513 4**

3.4 Grading - 2021

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5985	0.0000	3.5985			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0820		1.9853	1.9853		1.8265	1.8265	0.0000	8,007.043 4	8,007.043 4	1.9428		8,055.513 4
Total	4.1912	46.3998	30.8785	0.0820	8.6733	1.9853	10.6587	3.5985	1.8265	5.4250	0.0000	8,007.043 4	8,007.043 4	1.9428		8,055.513 4

3.4 Grading - 2021

Mitigated Construction Off-Site

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

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5985	0.0000	3.5985			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0821		1.6349	1.6349		1.5041	1.5041		8,011.4105	8,011.4106	1.9442		8,060.0158
Total	3.6248	38.8435	29.0415	0.0821	8.6733	1.6349	10.3082	3.5985	1.5041	5.1026		8,011.4105	8,011.4105	1.9442		8,060.0158

3.4 Grading - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5985	0.0000	3.5985			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0821		1.6349	1.6349		1.5041	1.5041	0.0000	8,011.4105	8,011.4106	1.9442		8,060.0158
Total	3.6248	38.8435	29.0415	0.0821	8.6733	1.6349	10.3082	3.5985	1.5041	5.1026	0.0000	8,011.4105	8,011.4105	1.9442		8,060.0158

3.4 Grading - 2022

Mitigated Construction Off-Site

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

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.8156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 9	2,554.333 9	0.6120		2,569.632 2
Total	1.7062	15.8156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1873	3.9005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.075 9	3,789.075 9	0.2381		3,795.028 3
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.901 3	8,286.901 3	0.2282		8,292.605 8
Total	4.0156	15.5266	30.0685	0.1186	9.8688	0.0957	9.9645	2.6381	0.0891	2.7271		12,075.97 63	12,075.97 63	0.4663		12,087.63 41

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.8156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	1.7062	15.8156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1873	3.9005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.075 9	3,789.075 9	0.2381		3,795.028 3
Worker	3.5872	2.3593	27.1680	0.0832	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,286.901 3	8,286.901 3	0.2282		8,292.605 8
Total	4.0156	15.5266	30.0685	0.1186	9.8688	0.0957	9.9645	2.6381	0.0891	2.7271		12,075.97 63	12,075.97 63	0.4663		12,087.63 41

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6897	0.6897		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6897	0.6897		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3193	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2639	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8883
Total	3.6988	12.1065	28.3496	0.1144	9.8688	0.0803	9.9491	2.6381	0.0743	2.7124		11,655.1325	11,655.1325	0.4151		11,665.5099

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6897	0.6897		0.6584	0.6584	0.0000	2,555.2089	2,555.2089	0.6078		2,570.4061
Total	1.5728	14.3849	16.2440	0.0269		0.6897	0.6897		0.6584	0.6584	0.0000	2,555.2089	2,555.2089	0.6078		2,570.4061

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3193	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2639	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8883
Total	3.6988	12.1065	28.3496	0.1144	9.8688	0.0803	9.9491	2.6381	0.0743	2.7124		11,655.1325	11,655.1325	0.4151		11,665.5299

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4335
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336

3.6 Paving - 2023

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.6 Paving - 2023

Mitigated Construction Off-Site

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

3.6 Paving - 2024

Unmitigated Construction On-Site

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

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8708	144.8708	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8708**	**144.8708**	**3.5300e-003**		**144.9587**

Mitigated Construction On-Site

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

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8708	144.8708	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8708**	**144.8708**	**3.5300e-003**		**144.9587**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

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

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

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

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	9.5233	45.9914	110.0422	0.4661	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.90 05	47,917.90 05	2.1953		47,972.69 39
Unmitigated	9.5233	45.9914	110.0422	0.4661	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.90 05	47,917.90 05	2.1953		47,972.69 38

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	443,703	443,703
Quality Restaurant	501.12	511.92	481.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	6.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	6.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	6.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.50	64.70	19.00	54	35	11

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0410		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0410		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7

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				
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4485
Apartments Mid Rise	35794.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.916 4	4,209.916 4	0.0807	0.0772	4,234.933 9
General Office Building	1293.42	0.0139	0.1259	0.1057	7.5600e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.9804
High Turnover (Sit Down Restaurant)	22758.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.634 2	2,677.634 2	0.0513	0.0491	2,693.546 0
Hotel	4789.72	0.0514	0.4676	0.3929	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5659
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7779
Total		0.7669	6.7163	4.2573	0.0516		0.5292	0.5292		0.5292	0.5292		5,355.983 2	5,355.983 2	0.1692	0.1532	5,405.838 7

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4485
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.916 4	4,209.916 4	0.0807	0.0772	4,234.933 9
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5600e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.9804
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.634 2	2,677.634 2	0.0513	0.0491	2,693.546 0
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5659
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7779
Total		0.7689	6.7963	4.2573	0.0516		0.6292	0.6292		0.6292	0.6292		8,355.983 2	8,355.983 2	0.1692	0.1532	8,405.838 7

6.0 Area Detail

6.1 Mitigation Measures Area

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1095					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6600	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9950
Landscaping	2.4786	0.9496	82.4430	4.3800e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1242
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1086					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9850
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

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

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

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

Project Characteristics - Consistent with the DEIR's model

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.62

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

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	5.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.89
tblVehicleTrips	SU_TR	131.64	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	8.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8254	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7854	210.7854	0.0500	0.0000	212.2681
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.655 4	1,418.655 4	0.1215	0.0000	1,421.692 5
2023	0.5190	3.2850	4.7676	0.0147	0.8497	0.0971	0.9468	0.2293	0.0912	0.3195	0.0000	1,342.441 2	1,342.441 2	0.1115	0.0000	1,345.229 1
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6355	44.6355	7.8300e-003	0.0000	44.8311
Maximum	**4.1592**	**4.0240**	**5.1546**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.655 4**	**1,418.655 4**	**0.1215**	**0.0000**	**1,421.692 5**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.1704	1.8254	1.1577	2.3800e-003	0.4141	0.0817	0.4958	0.1788	0.0754	0.2542	0.0000	210.7851	210.7851	0.0500	0.0000	212.2658
2022	0.5865	4.0240	5.1546	0.0155	0.9509	0.1175	1.0683	0.2518	0.1103	0.3621	0.0000	1,418.655 0	1,418.655 0	0.1215	0.0000	1,421.692 1
2023	0.5190	3.2850	4.7676	0.0147	0.8497	0.0971	0.9468	0.2283	0.0912	0.3195	0.0000	1,342.440 9	1,342.440 9	0.1115	0.0000	1,345.229 7
2024	4.1592	0.1313	0.2557	5.0000e-004	0.0221	6.3900e-003	0.0285	5.8700e-003	5.9700e-003	0.0118	0.0000	44.6354	44.6354	7.8300e-003	0.0000	44.8311
Maximum	**4.1592**	**4.0240**	**5.1546**	**0.0155**	**0.9509**	**0.1175**	**1.0683**	**0.2518**	**0.1103**	**0.3621**	**0.0000**	**1,418.655 0**	**1,418.655 0**	**0.1215**	**0.0000**	**1,421.692 1**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2021	11-30-2021	1.4081	1.4081
2	12-1-2021	2-28-2022	1.3379	1.3379
3	3-1-2022	5-31-2022	1.1488	1.1488
4	6-1-2022	8-31-2022	1.1457	1.1457
5	9-1-2022	11-30-2022	1.1315	1.1315
6	12-1-2022	2-28-2023	1.0278	1.0278
7	3-1-2023	5-31-2023	0.9885	0.9885
8	6-1-2023	8-31-2023	0.9831	0.9831

9	9-1-2023	11-30-2023	0.0759	0.0759
10	12-1-2023	2-29-2024	2.8707	2.8707
11	3-1-2024	5-31-2024	1.6188	1.6188
		Highest	2.8707	2.8707

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.9804	1.8700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7770	7.8200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,898.073 2	3,898.073 2	0.1303	0.0488	3,913.283 3
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.498 6	7,620.498 6	0.3407	0.0000	7,629.016 2
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2911	0.0000	514.9354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	683.7567
Total	6.8692	9.5223	30.3407	0.0818	7.7979	0.2260	8.0240	2.0895	0.2219	2.3114	236.9712	12,294.18 07	12,531.15 19	15.7804	0.1260	12,963.47 51

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0301	3.7400e-003	222.5835
Energy	0.1398	1.2312	0.7710	7.8200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	3,996.073 2	3,996.073 2	0.1303	0.0468	3,913.293 3
Mobile	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.496 6	7,620.496 6	0.3407	0.0000	7,629.016 2
Waste						0.0000	0.0000		0.0000	0.0000	207.8079	0.0000	207.8079	12.2811	0.0000	514.8354
Water						0.0000	0.0000		0.0000	0.0000	29.1632	556.6420	585.8052	3.0183	0.0755	693.7567
Total	6.8692	9.5223	30.3407	0.0914	7.7979	0.2260	8.0240	2.0895	0.2219	2.3114	236.9712	12,294.18 07	12,531.15 19	15.7904	0.1260	12,973.47 51

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

3.0 Construction Detail

Construction Phase

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

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

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

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

OffRoad Equipment

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

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

Trips and VMT

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

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	456.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

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

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0600e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4868
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.6900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	**2.6500e-003**	**0.0639**	**0.0209**	**2.0000e-004**	**5.6200e-003**	**2.0000e-004**	**5.8200e-003**	**1.5300e-003**	**1.9000e-004**	**1.7200e-003**	**0.0000**	**18.9847**	**18.9847**	**1.2600e-003**	**0.0000**	**19.0161**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0011	51.0011	0.0144	0.0000	51.3680
Total	**0.0475**	**0.4716**	**0.3235**	**5.8000e-004**	**0.0496**	**0.0233**	**0.0729**	**7.5100e-003**	**0.0216**	**0.0291**	**0.0000**	**51.0011**	**51.0011**	**0.0144**	**0.0000**	**51.3680**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0600e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4868
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.6900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
Total	2.6500e-003	0.0639	0.0209	2.0000e-004	5.6200e-003	2.0000e-004	5.8200e-003	1.5300e-003	1.9000e-004	1.7200e-003	0.0000	18.9847	18.9847	1.2600e-003	0.0000	19.0161

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

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

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

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

3.4 Grading - 2021

Unmitigated Construction On-Site

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

3.4 Grading - 2021

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.4 Grading - 2021

Mitigated Construction Off-Site

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

3.4 Grading - 2022

Unmitigated Construction On-Site

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

3.4 Grading - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.4 Grading - 2022

Mitigated Construction Off-Site

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

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.8754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.8754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6981	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2184	2.5255	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	**0.3578**	**1.9165**	**2.9812**	**0.0110**	**0.8696**	**9.4100e-003**	**0.8790**	**0.2336**	**8.7800e-003**	**0.2424**	**0.0000**	**1,105.977 1**	**1,105.977 1**	**0.0451**	**0.0000**	**1,107.107 1**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2158	1.8754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1321	293.1321	0.0702	0.0000	294.8877
Total	**0.2158**	**1.8754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1321**	**293.1321**	**0.0702**	**0.0000**	**294.8877**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0527	1.6981	0.4580	4.5500e-003	0.1140	3.1800e-003	0.1171	0.0329	3.0400e-003	0.0359	0.0000	441.9835	441.9835	0.0264	0.0000	442.6435
Worker	0.3051	0.2184	2.5255	7.3500e-003	0.7557	6.2300e-003	0.7619	0.2007	5.7400e-003	0.2065	0.0000	663.9936	663.9936	0.0187	0.0000	664.4604
Total	**0.3578**	**1.9165**	**2.9812**	**0.0110**	**0.8696**	**9.4100e-003**	**0.8790**	**0.2336**	**8.7800e-003**	**0.2424**	**0.0000**	**1,105.977 1**	**1,105.977 1**	**0.0451**	**0.0000**	**1,107.107 1**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1842	1.7785	2.0051	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0881	0.0000	287.9814
Total	**0.1842**	**1.7785**	**2.0051**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2789**	**286.2789**	**0.0881**	**0.0000**	**287.9814**

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0229	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9465
Total	**0.3177**	**1.4420**	**2.6646**	**0.0112**	**0.8490**	**7.3700e-003**	**0.8564**	**0.2281**	**6.8500e-003**	**0.2349**	**0.0000**	**1,042.529 1**	**1,042.529 1**	**0.0392**	**0.0000**	**1,043.509 0**

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	0.1842	1.7785	2.0081	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	**0.1842**	**1.7785**	**2.0081**	**3.3300e-003**		**0.0864**	**0.0864**		**0.0813**	**0.0813**	**0.0000**	**286.2785**	**286.2785**	**0.0681**	**0.0000**	**287.9811**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0382	1.2511	0.4011	4.3000e-003	0.1113	1.4600e-003	0.1127	0.0321	1.4000e-003	0.0335	0.0000	417.9930	417.9930	0.0229	0.0000	418.5624
Worker	0.2795	0.1910	2.2635	6.9100e-003	0.7377	5.9100e-003	0.7436	0.1960	5.4500e-003	0.2014	0.0000	624.5363	624.5363	0.0164	0.0000	624.9465
Total	0.3177	1.4420	2.6646	0.0112	0.8490	7.3700e-003	0.8564	0.2281	6.8500e-003	0.2349	0.0000	1,042.529 1	1,042.529 1	0.0392	0.0000	1,043.509 0

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0848	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0848	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

3.6 Paving - 2023

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0848	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0848	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

3.6 Paving - 2023

Mitigated Construction Off-Site

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

3.6 Paving - 2024

Unmitigated Construction On-Site

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

3.6 Paving - 2024

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.6 Paving - 2024

Mitigated Construction Off-Site

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

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

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

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

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

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	1.5857	7.9962	19.1934	0.0021	7.7979	0.0580	7.8559	2.0995	0.0539	2.1434	0.0000	7,620.488 6	7,620.488 6	0.3407	0.0000	7,629.016 2
Unmitigated	1.5857	7.9962	19.1934	0.0021	7.7979	0.0580	7.8559	2.0995	0.0539	2.1434	0.0000	7,620.488 6	7,620.488 6	0.3407	0.0000	7,629.016 2

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	443,703	443,703
Quality Restaurant	501.12	511.92	481.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	6.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	6.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	6.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive 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	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,512.6465	2,512.6465	0.1037	0.0215	2,521.6356
NaturalGas Mitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478
NaturalGas Unmitigated	0.1398	1.2312	0.7770	7.6200e-003		0.0966	0.0966		0.0966	0.0966	0.0000	1,383.4267	1,383.4267	0.0265	0.0254	1,391.6478

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										MT/yr					
Apartments Low Rise	408484	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9264
Apartments Mid Rise	1.30613e+007	0.0704	0.6019	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9985	24.9985	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9488
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7800e-003	1.7000e-003	93.4557
Quality Restaurant	1.84609e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9000	4.9000	9.0000e-005	9.0000e-005	4.9301
Total		0.1398	1.2312	0.7770	7.6200e-003		0.0986	0.0986		0.0986	0.0986	0.0000	1,393.426 8	1,393.426 8	0.0266	0.0254	1,391.847 8

5.2 Energy by Land Use - NaturalGas

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										MT/yr					
Apartments Low Rise	408484	2.2000e-003	0.0188	8.0100e-003	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7988	21.7988	4.2000e-004	4.0000e-004	21.9264
Apartments Mid Rise	1.30613e+007	0.0704	0.6019	0.2561	3.8400e-003		0.0487	0.0487		0.0487	0.0487	0.0000	696.9989	696.9989	0.0134	0.0128	701.1408
General Office Building	468450	2.5300e-003	0.0230	0.0193	1.4000e-004		1.7500e-003	1.7500e-003		1.7500e-003	1.7500e-003	0.0000	24.9985	24.9985	4.8000e-004	4.6000e-004	25.1468
High Turnover (Sit Down Restaurant)	8.30736e+006	0.0448	0.4072	0.3421	2.4400e-003		0.0310	0.0310		0.0310	0.0310	0.0000	443.3124	443.3124	8.5000e-003	8.1300e-003	445.9488
Hotel	1.74095e+006	9.3900e-003	0.0853	0.0717	5.1000e-004		6.4900e-003	6.4900e-003		6.4900e-003	6.4900e-003	0.0000	92.9036	92.9036	1.7900e-003	1.7000e-003	93.4557
Quality Restaurant	1.84609e+006	9.9500e-003	0.0905	0.0760	5.4000e-004		6.8800e-003	6.8800e-003		6.8800e-003	6.8800e-003	0.0000	98.5139	98.5139	1.8900e-003	1.8100e-003	99.0993
Regional Shopping Center	91840	5.0000e-004	4.5000e-003	3.7800e-003	3.0000e-005		3.4000e-004	3.4000e-004		3.4000e-004	3.4000e-004	0.0000	4.9000	4.9000	9.0000e-005	9.0000e-005	4.9301
Total		0.1398	1.2312	0.7770	7.6200e-003		0.0986	0.0986		0.0986	0.0986	0.0000	1,393.426 8	1,393.426 8	0.0266	0.0254	1,391.847 8

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.84697e+006	1,257.587 9	0.0519	0.0107	1,262.088 9
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		2,512.648 3	0.1037	0.0216	2,521.638 6

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	106010	33.7770	1.3900e-003	2.9000e-004	33.8978
Apartments Mid Rise	3.84697e+006	1,257.587 9	0.0519	0.0107	1,262.088 9
General Office Building	584550	186.2502	7.6900e-003	1.5900e-003	186.9165
High Turnover (Sit Down Restaurant)	1.58904e+006	506.3022	0.0209	4.3200e-003	508.1135
Hotel	550308	175.3399	7.2400e-003	1.5000e-003	175.9672
Quality Restaurant	353120	112.5116	4.6500e-003	9.6000e-004	112.9141
Regional Shopping Center	756000	240.8778	9.9400e-003	2.0600e-003	241.7395
Total		3,512.648 3	0.1937	0.0216	3,521.638 6

6.0 Area Detail

6.1 Mitigation Measures Area

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0206	0.1783	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1186	204.1186	3.9100e-003	3.7400e-003	205.3295
Landscaping	0.3098	0.1167	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5835**

6.2 Area by SubCategory

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										MT/yr					
Architectural Coating	0.4137					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.3998					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0205	0.1763	0.0750	1.1200e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.1166	204.1166	3.9100e-003	3.7400e-003	205.3285
Landscaping	0.3096	0.1187	10.3054	5.4000e-004		0.0572	0.0572		0.0572	0.0572	0.0000	16.8504	16.8504	0.0161	0.0000	17.2540
Total	**5.1437**	**0.2950**	**10.3804**	**1.6600e-003**		**0.0714**	**0.0714**		**0.0714**	**0.0714**	**0.0000**	**220.9670**	**220.9670**	**0.0201**	**3.7400e-003**	**222.5825**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	586.8052	3.0183	0.0755	683.7567
Unmitigated	586.8052	3.0183	0.0755	683.7567

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02698	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0495	426.4719	2.0897	0.0523	493.2383
General Office Building	7.89902 / 4.90201	53.0719	0.2627	6.5800e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	61.2702	0.3590	8.9200e-003	62.8482
Hotel	1.28834 / 0.140927	6.1833	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9500e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		586.3952	3.0183	0.0755	683.7587

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.62885 / 1.02698	10.9095	0.0535	1.3400e-003	12.6471
Apartments Mid Rise	63.5252 / 40.0495	426.4719	2.0897	0.0523	493.2383
General Office Building	7.89902 / 4.90201	53.0719	0.2627	6.5800e-003	61.6019
High Turnover (Sit Down Restaurant)	10.9272 / 0.697482	61.2702	0.3590	8.9200e-003	62.8482
Hotel	1.28834 / 0.140927	6.1833	0.0416	1.0300e-003	7.5079
Quality Restaurant	2.42827 / 0.154996	11.3934	0.0796	1.9500e-003	13.9663
Regional Shopping Center	4.14806 / 2.54236	27.5250	0.1363	3.4200e-003	31.9490
Total		596.3052	3.0183	0.0755	683.7567

8.0 Waste Detail

8.1 Mitigation Measures Waste

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

Category/Year

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	6.7634
Apartments Mid Rise	449.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.05	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9813	5.1393	0.0000	215.4430
Hotel	27.58	5.5979	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.6	11.9059	0.7054	0.0000	29.5706
Total		207.8979	12.2811	0.0000	514.8354

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	11.5	2.3344	0.1380	0.0000	6.7634
Apartments Mid Rise	449.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.05	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9813	5.1393	0.0000	215.4430
Hotel	27.58	5.5979	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.6	11.9059	0.7054	0.0000	29.5706
Total		207.8979	12.2811	0.0000	514.8354

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

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

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

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

Project Characteristics - Consistent with the DEIR's model

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.62

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	5.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.89
tblVehicleTrips	SU_TR	131.64	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	8.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2561	46.4415	31.4464	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,183.416 6	6,183.416 6	1.9485	0.0000	6,232.103 9
2022	4.5441	38.8911	40.8776	0.1240	9.9255	1.6361	10.4615	3.6369	1.5052	5.1421	0.0000	12,493.44 03	12,493.44 03	1.9485	0.0000	12,518.57 07
2023	4.1534	25.7658	38.7457	0.1206	7.0080	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.48 80	12,150.48 80	0.9589	0.0000	12,174.48 15
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4594	1.2875	0.3229	0.4319	0.4821	0.0000	2,313.180 8	2,313.180 8	0.7166	0.0000	2,331.095 6
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.44 03**	**12,493.44 03**	**1.9485**	**0.0000**	**12,518.57 07**

2.1 Overall Construction (Maximum Daily Emission)

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					
2021	4.2561	46.4415	31.4464	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,183.416 6	6,183.416 6	1.9485	0.0000	6,212.103 9
2022	4.5441	38.8911	40.8776	0.1240	9.9255	1.6361	10.4615	3.6369	1.5052	5.1421	0.0000	12,493.44 03	12,493.44 03	1.9485	0.0000	12,518.57 07
2023	4.1534	25.7658	38.7457	0.1206	7.0080	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.48 80	12,150.48 80	0.9589	0.0000	12,174.48 15
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4594	1.2875	0.3229	0.4319	0.4821	0.0000	2,313.180 8	2,313.180 8	0.7166	0.0000	2,331.095 5
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.44 03**	**12,493.44 03**	**1.9485**	**0.0000**	**12,518.57 07**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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	30.5020	15.0486	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,358.1192
Energy	0.7660	6.7482	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4817	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8787**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0486	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,358.1192
Energy	0.7660	6.7482	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	0.4817	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Total	**41.1168**	**67.2262**	**207.5497**	**0.6278**	**45.9592**	**2.4626**	**48.4217**	**12.2950**	**2.4385**	**14.7336**	**0.0000**	**76,811.1816**	**76,811.1816**	**2.8282**	**0.4832**	**77,025.8787**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/8/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

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

OffRoad Equipment

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

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

Trips and VMT

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

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	456.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

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

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,282.241 3	1,282.241 3	0.0877		1,284.433 7
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3679
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3810**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.521 2**	**1,409.521 2**	**0.0912**		**1,411.801 5**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1851	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.944 9	3,747.944 9	1.0549		3,774.317 4
Total	**3.1851**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.944 9**	**3,747.944 9**	**1.0549**		**3,774.317 4**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,282.241 3	1,282.241 3	0.0877		1,284.433 7
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3679
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3810**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.521 2**	**1,409.521 2**	**0.0912**		**1,411.801 5**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0863	0.0000	18.0863	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4871	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	**3.8882**	**40.4871**	**21.1543**	**0.0380**	**18.0863**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.656 9**	**3,685.656 9**	**1.1920**		**3,715.457 3**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0863	0.0000	18.0863	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4871	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	**3.8882**	**40.4871**	**21.1543**	**0.0380**	**18.0863**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.656 9**	**3,685.656 9**	**1.1920**		**3,715.457 3**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

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

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5985	0.0000	3.5985			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0820		1.9853	1.9853		1.8265	1.8265		8,007.043 4	8,007.043 4	1.9428		8,055.513 4
Total	**4.1912**	**46.3998**	**30.8785**	**0.0820**	**8.6733**	**1.9853**	**10.6587**	**3.5985**	**1.8265**	**5.4250**		**8,007.043 4**	**8,007.043 4**	**1.9428**		**8,055.513 4**

3.4 Grading - 2021

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5985	0.0000	3.5985			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0820		1.9853	1.9853		1.8265	1.8265	0.0000	8,007.043 4	8,007.043 4	1.9428		8,055.513 4
Total	**4.1912**	**46.3998**	**30.8785**	**0.0820**	**8.6733**	**1.9853**	**10.6587**	**3.5985**	**1.8265**	**5.4250**	**0.0000**	**8,007.043 4**	**8,007.043 4**	**1.9428**		**8,055.513 4**

3.4 Grading - 2021

Mitigated Construction Off-Site

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

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5865	0.0000	3.5865			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0821		1.6349	1.6349		1.5041	1.5041		8,011.4105	8,011.4105	1.9442		8,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0821**	**8.6733**	**1.6349**	**10.3082**	**3.5865**	**1.5041**	**5.1006**		**8,011.4105**	**8,011.4105**	**1.9442**		**8,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5283	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5283**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5985	0.0000	3.5985			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0821		1.6349	1.6349		1.5041	1.5041	0.0000	8,011.4105	8,011.4106	1.9442		8,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0821**	**8.6733**	**1.6349**	**10.3082**	**3.5985**	**1.5041**	**5.1006**	**0.0000**	**8,011.4105**	**8,011.4105**	**1.9442**		**8,060.0158**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0607	0.0376	0.5283	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5283**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.8156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.7062**	**15.8156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2639	0.0237	0.2873		3,896.549 2	3,896.549 2	0.2236		3,902.138 4
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.556 5	6,042.556 5	0.1697		6,046.800 0
Total	2.8378	14.7106	24.5142	0.0971	7.0087	0.0741	7.0828	1.8799	0.0691	1.9490		9,939.106 7	9,939.106 7	0.3933		9,948.938 4

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.8156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 9	2,554.333 9	0.6120		2,569.632 2
Total	1.7062	15.8156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2639	0.0237	0.2873		3,896.549 2	3,896.549 2	0.2236		3,902.138 4
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.556 5	6,042.556 5	0.1697		6,046.800 0
Total	2.8378	14.7106	24.5142	0.0971	7.0087	0.0741	7.0828	1.8799	0.0691	1.9490		9,939.106 7	9,939.106 7	0.3933		9,948.938 4

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3848	16.2440	0.0269		0.6897	0.6897		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3848	16.2440	0.0269		0.6897	0.6897		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 1

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0181	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.402 8	5,821.402 8	0.1529		5,825.225 4
Total	2.5807	11.3809	22.5017	0.0936	7.0088	0.0595	7.0682	1.8799	0.0552	1.9350		9,595.279 0	9,595.279 0	0.3511		9,603.055 4

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3848	16.2440	0.0269		0.6897	0.6897		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6078		2,570.406 1
Total	1.5728	14.3848	16.2440	0.0269		0.6897	0.6897		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6078		2,570.406 1

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3027	10.0191	3.1014	0.0352	0.9156	0.0116	0.9271	0.2636	0.0111	0.2747		3,773.876 2	3,773.876 2	0.1982		3,778.830 0
Worker	2.2780	1.3629	19.4002	0.0584	5.0932	0.0479	5.1411	1.6163	0.0441	1.6604		5,821.402 8	5,821.402 8	0.1529		5,825.225 4
Total	2.5807	11.3809	22.5017	0.0936	7.0088	0.0595	7.0682	1.8799	0.0552	1.9350		9,595.279 0	9,595.279 0	0.3511		9,603.055 4

3.6 Paving - 2023

Unmitigated Construction On-Site

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

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0886
Total	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0886

Mitigated Construction On-Site

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

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.9600e-003		109.0886
Total	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.9600e-003		109.0886

3.6 Paving - 2024

Unmitigated Construction On-Site

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

3.6 Paving - 2024

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6338	105.6338	2.6300e-003		105.6992
Total	0.0403	0.0233	0.3384	1.0600e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		105.6338	105.6338	2.6300e-003		105.6992

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

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

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.758 3	1,126.758 3	0.0280		1,127.458 3
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.758 3**	**1,126.758 3**	**0.0280**		**1,127.458 3**

Mitigated Construction On-Site

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

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.758 3	1,126.758 3	0.0280		1,127.458 3
Total	0.4296	0.2481	3.6098	0.0113	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,126.758 3	1,126.758 3	0.0280		1,127.458 3

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	9.8489	45.4304	114.8496	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208
Unmitigated	9.8489	45.4304	114.8496	0.4917	45.9592	0.3360	46.2951	12.2950	0.3119	12.6070		50,306.6034	50,306.6034	2.1807		50,361.1208

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	443,703	443,703
Quality Restaurant	501.12	511.92	481.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	6.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	6.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.50	64.70	19.00	54	35	11

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0410		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0410		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4485
Apartments Mid Rise	35794.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.916 4	4,209.916 4	0.0807	0.0772	4,234.933 9
General Office Building	1293.42	0.0139	0.1259	0.1057	7.5600e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.9804
High Turnover (Sit Down Restaurant)	22759.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.634 2	2,677.634 2	0.0513	0.0491	2,693.546 0
Hotel	4789.72	0.0514	0.4676	0.3929	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5659
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7779
Total		0.7669	6.7163	4.2573	0.0516		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1692	0.1532	8,405.838 7

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4485
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.916 4	4,209.916 4	0.0807	0.0772	4,234.933 9
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5600e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.9804
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.634 2	2,677.634 2	0.0513	0.0491	2,693.546 0
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5659
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7779
Total		0.7669	6.7163	4.2573	0.0516		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1692	0.1532	8,405.838 7

6.0 Area Detail

6.1 Mitigation Measures Area

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1095					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9950
Landscaping	2.4786	0.9496	82.4430	4.3800e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1242
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1086					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9850
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1392

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Village South Specific Plan (Proposed)

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

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

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

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

Project Characteristics - Consistent with the DEIR's model

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberWood	1.25	0.00
tblFireplaces	NumberWood	48.75	0.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblTripsAndVMT	WorkerTripLength	14.70	10.00
tblVehicleTrips	ST_TR	7.16	6.17
tblVehicleTrips	ST_TR	6.39	3.87
tblVehicleTrips	ST_TR	2.46	1.39
tblVehicleTrips	ST_TR	158.37	79.62

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

tblVehicleTrips	ST_TR	8.19	3.75
tblVehicleTrips	ST_TR	94.36	63.99
tblVehicleTrips	ST_TR	49.97	10.74
tblVehicleTrips	SU_TR	6.07	5.16
tblVehicleTrips	SU_TR	5.86	4.18
tblVehicleTrips	SU_TR	1.05	0.89
tblVehicleTrips	SU_TR	131.64	78.27
tblVehicleTrips	SU_TR	5.95	3.20
tblVehicleTrips	SU_TR	72.16	57.65
tblVehicleTrips	SU_TR	25.24	8.39
tblVehicleTrips	WD_TR	6.59	5.83
tblVehicleTrips	WD_TR	6.65	4.13
tblVehicleTrips	WD_TR	11.03	6.41
tblVehicleTrips	WD_TR	127.15	65.80
tblVehicleTrips	WD_TR	8.17	3.84
tblVehicleTrips	WD_TR	89.95	62.64
tblVehicleTrips	WD_TR	42.70	9.43
tblWoodstoves	NumberCatalytic	1.25	0.00
tblWoodstoves	NumberCatalytic	48.75	0.00
tblWoodstoves	NumberNoncatalytic	1.25	0.00
tblWoodstoves	NumberNoncatalytic	48.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.337 7	6,154.337 7	1.9472	0.0000	6,203.018 6
2022	4.7966	38.8951	39.6339	0.1195	9.9256	1.6361	10.4615	3.6369	1.5052	5.1421	0.0000	12,035.34 40	12,035.34 40	1.9492	0.0000	12,060.80 13
2023	4.3939	25.8648	37.5031	0.1162	7.0089	0.7596	7.7685	1.8789	0.7142	2.5930	0.0000	11,710.40 80	11,710.40 80	0.9817	0.0000	11,734.44 97
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4594	1.2875	0.3229	0.4319	0.4821	0.0000	2,307.051 7	2,307.051 7	0.7164	0.0000	2,324.962 7
Maximum	**237.0656**	**46.4460**	**39.6339**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.34 40**	**12,035.34 40**	**1.9492**	**0.0000**	**12,060.80 13**

2.1 Overall Construction (Maximum Daily Emission)

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					
2021	4.2621	46.4460	31.4068	0.0635	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,154.337 7	6,154.337 7	1.9472	0.0000	6,203.018 6
2022	4.7966	38.8951	39.6339	0.1195	9.8256	1.6361	10.4618	3.6369	1.5052	5.1421	0.0000	12,035.34 40	12,035.34 40	1.9492	0.0000	12,060.80 13
2023	4.3939	25.8648	37.5031	0.1162	7.0089	0.7596	7.7685	1.8789	0.7142	2.5940	0.0000	11,710.40 80	11,710.40 80	0.9817	0.0000	11,734.44 97
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4594	1.2875	0.3229	0.4319	0.4821	0.0000	2,307.051 7	2,307.051 7	0.7164	0.0000	2,324.962 7
Maximum	**237.0656**	**46.4460**	**39.6339**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.34 40**	**12,035.34 40**	**1.9492**	**0.0000**	**12,060.80 13**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	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	30.5020	15.0486	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,358.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3375	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0486	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,358.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3375	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Total	**40.7912**	**67.7872**	**202.7424**	**0.6043**	**45.9592**	**2.4640**	**48.4231**	**12.2950**	**2.4399**	**14.7349**	**0.0000**	**74,422.3787**	**74,422.3787**	**2.8429**	**0.4832**	**74,637.4417**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2021	10/12/2021	5	30	
2	Site Preparation	Site Preparation	10/13/2021	11/8/2021	5	20	
3	Grading	Grading	11/10/2021	1/11/2022	5	45	
4	Building Construction	Building Construction	1/12/2022	12/12/2023	5	500	
5	Paving	Paving	12/13/2023	1/30/2024	5	35	
6	Architectural Coating	Architectural Coating	1/31/2024	3/19/2024	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

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

OffRoad Equipment

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

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

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	456.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

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

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,268.8655	1,268.8655	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	**0.1835**	**4.1800**	**1.4144**	**0.0128**	**0.3810**	**0.0137**	**0.3948**	**0.1034**	**0.0131**	**0.1165**		**1,380.3262**	**1,380.3262**	**0.0941**		**1,382.6791**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1851	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1851**	**31.4407**	**21.5650**	**0.0388**	**3.3074**	**1.5513**	**4.8588**	**0.5008**	**1.4411**	**1.9419**	**0.0000**	**3,747.9449**	**3,747.9449**	**1.0549**		**3,774.3174**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,268.8655	1,268.8655	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
Total	**0.1835**	**4.1800**	**1.4144**	**0.0128**	**0.3810**	**0.0137**	**0.3948**	**0.1034**	**0.0131**	**0.1165**		**1,380.3262**	**1,380.3262**	**0.0941**		**1,382.6791**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0863	0.0000	18.0863	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4871	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4871**	**21.1543**	**0.0380**	**18.0863**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9800e-003		132.6646
Total	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9800e-003		132.6646

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4871	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.656 9	3,685.656 9	1.1920		3,715.457 3
Total	3.8882	40.4871	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116	0.0000	3,685.656 9	3,685.656 9	1.1920		3,715.457 3

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9800e-003		132.6646
Total	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9800e-003		132.6646

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5985	0.0000	3.5985			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0820		1.9853	1.9853		1.8265	1.8265		8,007.043 4	8,007.043 4	1.9428		8,055.513 4
Total	4.1912	46.3998	30.8785	0.0820	8.6733	1.9853	10.6587	3.5985	1.8265	5.4250		8,007.043 4	8,007.043 4	1.9428		8,055.513 4

3.4 Grading - 2021

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5985	0.0000	3.5985			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0820		1.9853	1.9853		1.8265	1.8265	0.0000	8,007.043 4	8,007.043 4	1.9428		8,055.513 4
Total	**4.1912**	**46.3998**	**30.8785**	**0.0820**	**8.6733**	**1.9853**	**10.6587**	**3.5985**	**1.8265**	**5.4250**	**0.0000**	**8,007.043 4**	**8,007.043 4**	**1.9428**		**8,055.513 4**

3.4 Grading - 2021

Mitigated Construction Off-Site

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

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0821		1.6349	1.6349		1.5041	1.5041		8,011.4105	8,011.4105	1.9442		8,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0821**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**8,011.4105**	**8,011.4105**	**1.9442**		**8,060.0158**

3.4 Grading - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0821		1.6349	1.6349		1.5041	1.5041	0.0000	8,011.4105	8,011.4106	1.9442		8,060.0198
Total	**3.6248**	**38.8435**	**29.0415**	**0.0821**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**8,011.4105**	**8,011.4105**	**1.9442**		**8,060.0198**

3.4 Grading - 2022

Mitigated Construction Off-Site

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

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.8156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 9	2,554.333 9	0.6120		2,569.632 2
Total	1.7062	15.8156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.333 6	2,554.333 6	0.6120		2,569.632 2

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1873	3.9005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.075 9	3,789.075 9	0.2381		3,795.028 3
Worker	2.6620	1.6677	19.4699	0.0571	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		5,691.935 4	5,691.935 4	0.1602		5,695.940 8
Total	**3.0904**	**14.8550**	**23.3704**	**0.0926**	**7.0087**	**0.0749**	**7.0836**	**1.8799**	**0.0699**	**1.9498**		**9,481.010 4**	**9,481.010 4**	**0.3983**		**9,490.969 1**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7062	15.8156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.333 6	2,554.333 6	0.6120		2,569.632 2
Total	**1.7062**	**15.8156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**	**0.0000**	**2,554.333 6**	**2,554.333 6**	**0.6120**		**2,569.632 2**

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4284	13.1873	3.9005	0.0354	0.9155	0.0256	0.9412	0.2636	0.0245	0.2881		3,789.075 9	3,789.075 9	0.2381		3,795.028 3
Worker	2.6620	1.6677	19.4699	0.0571	5.0932	0.0493	5.1425	1.6163	0.0454	1.6617		5,691.935 4	5,691.935 4	0.1602		5,695.940 8
Total	3.0904	14.8550	23.3704	0.0926	7.0087	0.0749	7.0836	1.8799	0.0699	1.9498		9,481.010 4	9,481.010 4	0.3983		9,490.969 1

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3848	16.2440	0.0269		0.6897	0.6897		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 7
Total	1.5728	14.3848	16.2440	0.0269		0.6897	0.6897		0.6584	0.6584		2,555.209 9	2,555.209 9	0.6079		2,570.406 7

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3193	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2639	0.0116	0.2752		3,671.400 7	3,671.400 7	0.2096		3,676.641 7
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.797 4	5,483.797 4	0.1442		5,487.402 0
Total	2.8211	11.4799	21.2591	0.0893	7.0088	0.0601	7.0688	1.8799	0.0557	1.9356		9,155.198 1	9,155.198 1	0.3538		9,164.043 7

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5728	14.3849	16.2440	0.0269		0.6897	0.6897		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1
Total	1.5728	14.3849	16.2440	0.0269		0.6897	0.6897		0.6584	0.6584	0.0000	2,555.209 9	2,555.209 9	0.6079		2,570.406 1

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3193	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2639	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
Total	2.8211	11.4799	21.2591	0.0893	7.0088	0.0601	7.0688	1.8799	0.0557	1.9356		9,155.1981	9,155.1981	0.3538		9,164.0437

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4335
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336

3.6 Paving - 2023

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.6 Paving - 2023

Mitigated Construction Off-Site

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

3.6 Paving - 2024

Unmitigated Construction On-Site

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

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5983
Total	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5983

Mitigated Construction On-Site

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

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5983
Total	**0.0444**	**0.0257**	**0.3114**	**1.0000e-003**	**0.1141**	**8.8000e-004**	**0.1150**	**0.0303**	**8.1000e-004**	**0.0311**		**99.5045**	**99.5045**	**2.4700e-003**		**99.5983**

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

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

3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.381 8	1,061.381 8	0.0264		1,062.041 0
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.381 8**	**1,061.381 8**	**0.0264**		**1,062.041 0**

Mitigated Construction On-Site

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

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.381 8	1,061.381 8	0.0264		1,062.041 0
Total	0.4734	0.2743	3.3220	0.0107	1.2171	9.4300e-003	1.2266	0.3229	8.6800e-003	0.3315		1,061.381 8	1,061.381 8	0.0264		1,062.041 0

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	9.5233	45.9914	110.0422	0.4661	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.90 05	47,917.90 05	2.1953		47,972.69 39
Unmitigated	9.5233	45.9914	110.0422	0.4661	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.90 05	47,917.90 05	2.1953		47,972.69 38

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	145.75	154.25	154.00	506,227	506,227
Apartments Mid Rise	4,026.75	3,773.25	4075.50	13,660,065	13,660,065
General Office Building	288.45	62.55	31.05	706,812	706,812
High Turnover (Sit Down Restaurant)	2,368.80	2,873.52	2817.72	3,413,937	3,413,937
Hotel	192.00	187.50	160.00	445,703	445,703
Quality Restaurant	501.12	511.92	481.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
Total	8,050.95	8,164.43	8,057.31	20,552,452	20,552,452

4.3 Trip Type Information

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

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	6.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	6.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	6.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.50	64.70	19.00	54	35	11

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0410		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7
NaturalGas Unmitigated	0.7660	6.7462	4.2573	0.0410		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1602	0.1532	8,405.638 7

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				
Apartments Low Rise	1119.16	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4485
Apartments Mid Rise	35794.3	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.916 4	4,209.916 4	0.0807	0.0772	4,234.933 9
General Office Building	1293.42	0.0139	0.1259	0.1057	7.5600e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.9804
High Turnover (Sit Down Restaurant)	22758.9	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.634 2	2,677.634 2	0.0513	0.0491	2,693.546 0
Hotel	4789.72	0.0514	0.4676	0.3929	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5057.75	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5659
Regional Shopping Center	251.616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7779
Total		0.7669	6.7163	4.2573	0.0516		0.5292	0.5292		0.5292	0.5292		5,355.983 2	5,355.983 2	0.1692	0.1532	5,405.838 7

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day											lb/day				
Apartments Low Rise	1.11916	0.0121	0.1031	0.0439	6.6000e-004		8.3400e-003	8.3400e-003		8.3400e-003	8.3400e-003		131.6662	131.6662	2.5200e-003	2.4100e-003	132.4485
Apartments Mid Rise	35.7843	0.3859	3.2978	1.4033	0.0211		0.2666	0.2666		0.2666	0.2666		4,209.916 4	4,209.916 4	0.0807	0.0772	4,234.933 9
General Office Building	1.28342	0.0138	0.1258	0.1057	7.5600e-004		9.5600e-003	9.5600e-003		9.5600e-003	9.5600e-003		150.9911	150.9911	2.8900e-003	2.7700e-003	151.9804
High Turnover (Sit Down Restaurant)	22.7599	0.2455	2.2314	1.8743	0.0134		0.1696	0.1696		0.1696	0.1696		2,677.634 2	2,677.634 2	0.0513	0.0491	2,693.546 0
Hotel	4.76972	0.0514	0.4676	0.3928	2.8100e-003		0.0355	0.0355		0.0355	0.0355		561.1436	561.1436	0.0108	0.0103	564.4782
Quality Restaurant	5.05775	0.0545	0.4959	0.4165	2.9800e-003		0.0377	0.0377		0.0377	0.0377		595.0298	595.0298	0.0114	0.0109	598.5659
Regional Shopping Center	0.251616	2.7100e-003	0.0247	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003		29.6019	29.6019	5.7000e-004	5.4000e-004	29.7779
Total		0.7669	6.7163	4.2573	0.0516		0.5292	0.5292		0.5292	0.5292		8,355.983 2	8,355.983 2	0.1692	0.1532	8,405.838 7

6.0 Area Detail

6.1 Mitigation Measures Area

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1095					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6600	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4786	0.9496	82.4430	4.3800e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	**30.5020**	**15.0496**	**88.4430**	**0.0944**		**1.5974**	**1.5974**		**1.5974**	**1.5974**	**0.0000**	**18,148.5950**	**18,148.5950**	**0.4874**	**0.3300**	**18,259.1192**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1086					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9850
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
Total	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1392

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Attachment C

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

EXHIBIT B

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Paul Rosenfeld, Ph.D.

Chemical Fate and Transport & Air Dispersion Modeling

Principal Environmental Chemist

Risk Assessment & Remediation Specialist

Education

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

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

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

Professional Experience

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

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

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H_2O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

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

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Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

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Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

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Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

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Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis. Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluoroctanoic Acid (PFOA) and Perfluoroactane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States" Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Teaching Experience:

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

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

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

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

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

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

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

Academic Grants Awarded:

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

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

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

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

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

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

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

Deposition and/or Trial Testimony:

In the United States District Court For The District of New Jersey
Duarte et al, *Plaintiffs*, vs. United States Metals Refining Company et. al. *Defendant*.
Case No.: 2:17-cv-01624-ES-SCM
Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division
M/T Carla Maersk, *Plaintiffs*, vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS "Conti Perdido" *Defendant*.
Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237
Rosenfeld Deposition. 5-9-2019

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

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

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

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

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

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

In The Superior Court of the State of California, For The County of Los Angeles
Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC
Case No.: LC102019 (c/w BC582154)
Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division
Brenda J. Cooper, et al., *Plaintiffs*, vs. Meritor Inc., et al., *Defendants*
Case Number: 4:16-cv-52-DMB-JVM
Rosenfeld Deposition: July 2017

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

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

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

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

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

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action N0. 14-C-30000
Rosenfeld Deposition, June 2015

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

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

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

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

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

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

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

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

EXHIBIT C

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

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Santa Monica, California 90401
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Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

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

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

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

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

Positions Matt has held include:

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

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

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

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

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

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

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

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

Executive Director:

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

Hydrogeology:

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

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

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

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

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

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

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

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

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

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

Policy:

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

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

Geology:

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

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

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

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

Teaching:

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

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

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

Invited Testimony, Reports, Papers and Presentations:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Other Experience:

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

Response to Comment Letter O2

Southwest Regional Council of Carpenters
April 11, 2022

O2-1 The comment establishes the letter is on behalf of the Southwest Regional Council of Carpenters ("SWRCC") and provides general background on the members of the SWRCC and notes the SWRCC incorporates by reference all comments submitted on the Draft EIR. The comment does not contain any specific concerns related to the adequacy or accuracy of the environmental analysis in the Draft EIR; therefore, no further response is required and no additional analyses or changes to the Draft EIR are required.

O2-2 The comment requests notification of any and all notices referring or related to the Project issued under CEQA. Any designated contacts for the SWRCC requesting notice and the law firm of Mitchell M. Tsai will be included in all future notices of actions or hearings related to the proposed Project. The comment does not contain any specific concerns related to the adequacy or accuracy of the environmental analysis in the Draft EIR; therefore, no further response is required and no additional analyses or changes to the Draft EIR are required.

O2-3 The comment provides an overview of the perceived benefits to hiring local workers to work on the Project and requests the City consider using the local workforce. The comment does not contain any specific concerns related to the adequacy or accuracy of the environmental analysis in the Draft EIR; therefore, no further response is required and no additional analyses or changes to the Draft EIR are required. The comment is acknowledged and will be taken into consideration by the City's decision makers as part of the Final EIR.

However, the following response is provided to address the intent of the comment that the City consider requiring the Project hire local construction workers, citing economic benefits and benefits to greenhouse gas, air quality, and transportation impacts. As stated in Draft EIR Sections 4.2, Air Quality, 4.6, Greenhouse Gas Emissions, and 4.13, Transportation, there are no significant short-term construction-related or long-term operational environmental impacts that are related to the length of vehicle trips or the proximity of workers to the Project site. Therefore, there is no obligation under CEQA to consider hiring from the local workforce, and no changes to the EIR are required.

O2-4 The comment requests the City should require the Project be constructed to standards that exceed the 2019 California Green Building Code to further the state's environmental goals.

The proposed Project would be built in accordance with the current Building Energy Efficiency Standards (Title 24) at the time building permits are submitted for approval. Title 24 includes robust requirements for energy efficiency. Draft EIR Sections 4.4, Energy and 4.6, Greenhouse Gas Emissions, determined impacts would be less than significant and no mitigation was required. Table 4.6-5, 2019 CALGreen Mandatory Measures Relevant to Greenhouse Gas Emissions starting on page 4.6-29, demonstrates that the proposed Project would be consistent with the mandatory CalGreen requirements. Notably, 2022 Title 24, which is more stringent than 2019 Title 24, will take effect on January 1, 2023, and the Project likely would be subject to these more stringent standards because building permits are likely to be submitted after January 1, 2023. Table 4.6-6 on page 4.6-31 demonstrates the Project's consistency with the California Air Resources Board greenhouse gas

emission reduction strategies. The commenter's request to go beyond state requirements is acknowledged and will be taken into consideration by the City's decision makers as part of the Final EIR. The comment does not contain any specific concerns related to the adequacy or accuracy of the environmental analysis in the Draft EIR; therefore, no further response is required and no additional analyses or changes to the Draft EIR are required.

02-5 The comment provides general information on CEQA requirements including the requirements under CEQA relevant to the definition of significant new information and when this new information would trigger recirculation of an EIR. The comment does not contain any specific concerns related to the adequacy or accuracy of the environmental analysis in the Draft EIR; therefore, no further response is required and no additional analyses or changes to the Draft EIR are required.

02-6 The comment is requesting the City adopt additional mitigation measures to address public health risks to construction workers from COVID-19 and lists a number of design features.

The CEQA Guidelines do not expressly require public health effects from COVID-19 or any other communicable virus (i.e., influenza, legionnaires disease) be evaluated as potential impacts to the environment. Such viruses are not caused by construction projects. CEQA also does not require analysis of the Project on itself, including its construction workers and future users. If approved, the Project's construction contractor can impose requirements for construction personnel to minimize the spread of COVID-19 or any other communicable virus consistent with their company policy and any local or state requirements that may be in place at the time. The comment does not contain any specific concerns related to the adequacy or accuracy of the environmental analysis in the Draft EIR. Therefore, no changes or additions to the Draft EIR are required in response to this comment.

02-7 The comment is discussing the Infection Control Risk Assessment ("ICRA") the United Brotherhood of Carpenters and the Carpenters International Training Fund have developed and requests the City require the Project be constructed consistent with these protocols. The comment does not contain any specific concerns related to the adequacy or accuracy of the environmental analysis in the Draft EIR. However, the following response is provided.

The potential for Project construction to cause COVID-19 to spread through worker exposure is not an impact on the environment under CEQA, rather it is a public health concern under the purview of federal, state, and local public health agencies. CEQA requires the consideration of significant changes in the environment caused by a project; therefore, an existing adverse environmental condition that a project does not create or exacerbate is not responsible for mitigating that adverse condition. Implementation of the proposed Project would not create or exacerbate an existing environmental hazard or an existing public health hazard, and therefore, no mitigation is required. Compliance with existing mandates from federal, state, and local public health agencies, including California Occupational Safety and Health Administration's (Cal/OSHA) *COVID-19 Prevention Emergency Temporary Standards* (ETS) are specifically intended to address workplace health and safety (OSHSB 2021). Policy mandates from public health agencies are consistently updated to address rapidly changing circumstances and provide the most appropriate methods for protecting worker safety. Employers are required by the General Duty Clause, Section 5(a)(1) of the OSH Act, to provide a safe and healthful workplace free from recognized hazards that are causing or likely to cause death or serious physical harm (OSHA 2021).

Therefore, compliance with mandatory federal, state, and local public health agency regulations in effect at the time would ensure adequate and appropriate protections for workplace safety and the proposed Project would not create or exacerbate an existing environmental or public health hazard. There is no aspect of the proposed Project that would prevent or interfere with the United Brotherhood of Carpenters providing the Carpenter union members with additional trainings related to COVID-19. Therefore, no additional analyses or changes to the Draft EIR are required.

02-8 The comment provides background on the Phase I and Phase II ESA, with special note to regulations and requirements. The comment does not specifically address the adequacy or accuracy of the Draft EIR.

Although the comment does not raise any specific concerns with the adequacy or accuracy of the Draft EIR analysis, the following information is provided to clarify the comments. The comment indicates that ASTM E1903 notes that data gaps in a Phase I ESA indicates the need to prepare a Phase II ESA, even in the absence of any identified recognized environmental concerns (RECs). This is not accurate, ASTM E 1903-19, Section 1.2 states the practice is intended for use where a user desires to obtain sound scientifically valid data concerning actual property conditions, whether or not such data relate to property conditions previously identified as RECs or data gaps in the Phase I ESA. As such, it is not the intention to complete a Phase II ESA when data gaps are identified in the Phase I ESA.

The comment also states that the due diligence process should include emerging contaminants. This is also inaccurate. ASTM E1527-21 X6.10 specifically states emerging contaminants and other materials not identified as hazardous substances by CERCLA are not included in the 1527 scope. State-regulated hazardous substances may be evaluated as non-scope considerations under E1527, but it is not required. The contaminants identified in this comment are neither state- or federally-regulated hazardous substances, and therefore do not require consideration in the Phase I ESA. Therefore, no additional analyses or changes to the Draft EIR are required.

02-9 The comment states that a Phase II ESA was not prepared as required, and therefore the Draft EIR failed to establish the proper existing setting for the Project. It also reiterates the lack of impacts with regard to emerging contaminants.

As stated in ASTM E1903-19, a Phase II assessment *may* be undertaken in order to qualify for and maintain the three types of CERCLA landowner liability protection (LLP). All three LLPs require that a prospective purchaser undertake all appropriate inquiries (AAI) into the condition of a property before purchase. That level of inquiry is defined by federal rule, 40 C.F.R. Part 312, and by Practice E1527 and Practice E2247 for Phase I ESAs, all of which expressly provide that they *do not require sampling or chemical testing of environmental media*. As such, a Phase II ESA, as defined by 1903-19, is not required. It is an optional additional investigation to better understand and evaluate potential hazardous materials/petroleum products on a subject property.

Three separate investigations were conducted to evaluate RECs identified on the site, an asbestos survey, a lead-based paint survey, and a subsurface soil and soil vapor investigation (Phase II ESA). These are provided in the Draft EIR Appendices F2 through F4. These investigations appropriately established the existing setting for the Project, and evaluate potential RECs identified in the Phase I ESA. The results of these investigations clearly identified existing conditions, and as such the Project is designed/mitigated such that the Project would not exacerbate hazards. Soil vapor

conditions are understood, and construction of the project would not increase existing contamination, nor exacerbate the existing condition of contamination. Excavation would ultimately remove contaminated soils, thereby reducing existing contamination on site. Existing conditions on areas of the site to remain in place would not be exacerbated by the proposed construction and operation of the project. As noted in Response to Comment 02-8, evaluation of emerging contaminants is not required. Therefore, no additional analyses or changes to the Draft EIR are required.

02-10 The comment states that the de minimis condition defined in the Draft EIR with regards to the existing Above Ground Storage Tank ("AST") or diesel generator was unsubstantiated.

As noted in the comment and in the Draft EIR and also in the appendices, the Phase I ESA site reconnaissance identified two emergency backup generators outside the bank building at 150 N. Santa Anita Avenue. According to the Project site representative, the generators operate on natural gas; however, each generator includes a diesel fuel reservoir at the base, one generator was placed within secondary containment, and one generator also included a "diesel fuel" label (DEIR p. 4.7-1). All diesel generators are required to be permitted and regularly inspected by the LA County Fire Department. The definition of a REC is the "presence or likely presence of hazardous substances or petroleum products due to a *release to the environment, a likely release to the environment, or material threat of a future release to the environment."* As the generator is permitted and inspected by the regulatory agency, and is continuously operated by the site owner, there is no evidence of a release to the environment associated with this generator, therefore there is no evidence of a REC. A de minimis condition is defined as a release that does not present a threat to human health or the environment and that generally would not be subject to enforcement action. As noted above, the AST is permitted, inspected, and regularly operated; therefore, any release of a REC if any, of which there was no evidence, would be considered de minimis, as defined above as it has not been previously identified as a REC. As such, the de minimis condition is substantiated.

02-11 The comment refers to backup generators and states the project description must include backup generators and the health effects of diesel particulate matter are identified as toxic air contaminants.

It is not clear what the commenter is referring to because the Project does not propose installing backup diesel generators. If the Project were to include generators it would be identified in the project description and any impacts associated with the generators evaluated, but the Project does not include backup generators. The commenter may be referring to the presence of two existing emergency backup generators that were observed outside the southeast corner of the bank building at 150 N. Santa Anita Avenue during the Phase I ESA site reconnaissance. These generators are not part of the Project. As noted above, these generators operate on natural gas; however, each generator includes a diesel fuel reservoir at the base (DEIR p. 4.7-3). These generators are not part of the Project; therefore, an analysis of the health effects of these generators is not required. Impacts of the environment on a project or plan (as opposed to impacts of a project or plan on the environment) are beyond the scope of required CEQA review. "[T]he purpose of an EIR is to identify the significant effects of a project on the environment, not the significant effects of the environment on the project." (*Ballona Wetlands Land Trust v. City of Los Angeles* (2011) 201 Cal.App.4th 455, 473.) However, a health risk assessment (HRA) was prepared to evaluate potential health risks associated with construction in accordance with Office of Environmental Health Hazard Assessment (OEHHA) risk assessment methodology. The

analysis in the Draft EIR starting on page 4.2-25 demonstrates that Project impacts would be less than significant. Therefore, no additional analyses or changes to the Draft EIR are required.

02-12 The comment provides general background on indoor air quality impacts and parameters. The comment does not contain any specific concerns related to the adequacy or accuracy of the environmental analysis in the Draft EIR; therefore, no further response is required and no additional analyses or changes to the Draft EIR are required.

02-13 The comment provides general background on vapor intrusion impacts. The comment does not contain any specific concerns related to the adequacy or accuracy of the environmental analysis in the Draft EIR; therefore, no further response is required and no additional analyses or changes to the Draft EIR are required.

02-14 The comment states the Draft EIR failed to evaluate the health risks of Toxic Air Contaminants (TACs) contributed by the Project.

The Draft EIR evaluates health effects associated with air emissions in Section 4.2, Air Quality. The commenter incorrectly states that the Draft EIR fails to properly evaluate health risk impacts of toxic air contaminants. As provided on under Threshold 4.2b starting on page 4.2-28, the Project's direct and indirect air emissions associated with both Project construction and operation are quantified. In addition, a health risk assessment was prepared in for construction emissions in accordance with Office of Environmental Health Hazard Assessment (OEHHA) risk assessment methodology for the project. The analysis provided demonstrates that project impacts would be less than significant. Please see Response to Comment 02-11.

02-15 The comment states that the Draft EIR fails to evaluate risks associated with vapor forming chemicals ("VFC") and also logistics regarding testing, soil remediation, and the location where excavated soils would be disposed. The comment goes on to state the Draft EIR should be revised to include a vapor intrusion assessment to evaluate and mitigate the potential risks associated with vapor intrusion, including contaminant/vapor mobility over time.

With regards to contaminated soils that would be moved during grading and also exported off the site, the Draft EIR recognizes the historical uses on the Project site (and potentially other surrounding industrial activities) has resulted in soil and soil vapor contamination. Based on the analysis, concentrations of contaminants of concern in soils do not exceed the Department of Toxic Substances Control (DTSC) screening levels for residential use; however, these soils are regulated as non-hazardous waste subject to state regulations for the transportation and disposal (DEIR p. 4.7-20). To address this potentially significant impact, mitigation MM-HAZ-2 requires preparation of a soil management plan (SMP) that outlines the proper screening, handling, characterization, transportation, and disposal procedures for contaminated soils as well as health and safety procedures for breathing zone monitoring in accordance with applicable regulations covering handling of VOC-contaminated soils (DEIR p. 4.7-23).

With regards to a vapor intrusion assessment, a Soil and Soil Vapor Investigation (DEIR Appendix F-4) was performed to determine the existing conditions of soil vapor contamination on the site as compared to residential screening levels (DEIR p. 4.7-21). The Investigation indicated a potential vapor intrusion risk to proposed residential structures to be constructed on the Project site. To address this underlying

condition, MM-HAZ-3 requires vapor mitigation design features be implemented in accordance with the DTSC Vapor Intrusion Mitigation Advisory for all future residential buildings and enclosed structures. The mitigation also requires during Project operation semiannual indoor air monitoring be performed for one year to evaluate the effectiveness of the engineered vapor barriers also required by MM-HAZ-3. Results would be submitted to the City and modifications are required if the vapor mitigation system is not properly reducing indoor air contaminants to below applicable acceptable thresholds. Compliance with this mitigation would address continued protection of Project residents over time. Therefore, no additional analyses or changes to the Draft EIR are required.

02-16 The comment suggests mitigation measure MM-HAZ-3 fails to identify or mention any mitigation design features and is therefore to be considered deferred mitigation. The comment goes on to state the Draft EIR should be revised to properly mitigate vapor intrusion impacts.

As discussed above under Response to Comment 02-15, the Draft EIR includes MM-HAZ-3 which states vapor mitigation design features will be implemented in accordance with DTSC's Vapor Intrusion Mitigation Advisory conducted prior to issuance of a grading permit. DTSC's Vapor Intrusion Mitigation Advisory, intended to be used in conjunction with the DTSC Vapor Intrusion Guidance, are documents designed to provide state-wide consistency for screening, evaluating, and mitigating vapor intrusion. These documents have been developed in collaboration with multiple disciplines, including California Environmental Protection Agency and State Water Quality Control Board. These documents provide agency-recommended practices, screening levels, and remediation techniques based on agency data and experience. MM-HAZ-3 also requires review/approval by the relevant permitting agencies prior to construction. Lastly, MM-HAZ-3 also requires semiannual air monitoring to verify the efficacy of the vapor barrier system. Results of monitoring would be submitted to the City, and, if required, modifications shall be made to the system if acceptable levels are not met. As such, standards have been established, and mitigation is not deferred. See also Response to Comment 02-17.

02-17 The comment is stating the Draft EIR fails to identify the design features noted in mitigation measure MM-HAZ-3 and should be revised to properly mitigate vapor intrusion impacts.

The DTSC has recently issued a draft Supplemental Guidance: Screening and Evaluating Vapor Intrusion (DTSC 2020) that provides details on methods to address vapor intrusion. Therefore, to address the comment MM-HAZ-3 has been revised to include examples of design features that could be used to address vapor intrusion and meet the required performance standard. Please see Chapter 3 for the revised mitigation measure. Also, please see Responses to Comments 02-15 and 02-16.

02-18 The comment states the Draft EIR improperly relies on existing local, state and/or federal regulations to mitigate potential impacts and specifically refers to compliance with the City's Stormwater Management requirements to protect water quality.

Section 4.8, Hydrology and Water Quality includes a detailed summary of all relevant federal, state, and local laws, regulations, policies and requirements adopted to oversee the protection and management of water quality. If the Project is approved, construction and operation must comply with all laws specifically adopted to protect water quality as well as be consistent with the City's General Plan goals and policies, and all City ordinances adopted to ensure projects do not adversely impact water quality. Because projects are required to comply with any and all laws such requirements are described in the

analysis but are not identified as mitigation. The comment does not provide any evidence that this is improper and contradicts CEQA.

02-19 The comment includes excerpts from Section 4.8 of the Draft EIR but does not contain any specific concerns related to the adequacy or accuracy of the environmental analysis in the Draft EIR; therefore, no further response is required and no additional analyses or changes to the Draft EIR are required.

02-20 The comment states reliance on consistency with regulatory standards to conclude an impact is less than significant is not adequate and CEQA requires facts and analysis must be provided to enable the decision-makers and the public the ability to understand the potential impacts.

As explained under Response to Comment 02-18, the analysis in the EIR describes how compliance with a particular law, regulation or policy would provide the decision makers and the public with the understanding of how a potential impact would be mitigated. The analysis in the Draft EIR does not simply state compliance with a specific law would mitigate an impact without providing a detailed assessment that explains what the impact would be and how compliance with a specific law, regulation or policy has been designed to mitigate the impact. If, with adherence to a specific law, regulation or policy it is determined the impact could not be mitigated this would be disclosed and mitigation provided to address the impact. This approach does not mean that the City has failed to provide detailed information about the effects a project could have on the environment. On the contrary, all conclusions in the Draft EIR, including impacts to hydrology and water quality, are supported by substantial evidence (including facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts), as defined in Section 15384 of the CEQA Guidelines.

02-21 The comment states, once again, compliance with regulations alone is insufficient to conclude the project would not have an impact.

Please see Response to Comment 02-20.

02-22 The comment is stating the Draft EIR does not identity potential impacts because the analysis of the Project's hydrology and noise impacts are compressed into a single issue, inconsistent with CEQA.

It is not clear from the comment how the Draft EIR "compresses the analysis of impacts and mitigation measures into a single issue." The Draft EIR includes a detailed analysis of the Project's direct and indirect impacts to all of the issue areas where it was determined the Project could potentially result in an impact on the environment. The analysis does not rely on "special construction techniques" for example, to negate the City's responsibility to fully evaluate and disclose any potential impact. All conclusions in the Draft EIR are supported by substantial evidence (including facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts), as defined in Section 15384 of the CEQA Guidelines. Further, "[a]n agency may rely on generally applicable regulations to conclude an environmental impact will not be significant and therefore does not require mitigation." (*San Francisco Beautiful v. City and County of San Francisco* (2014) 226 Cal.App.4th 1012, 1033.)

02-23 The comment is requesting the Draft EIR be recirculated to address the concerns included in their letter.

The commenter's assertion that the Draft EIR must be revised and recirculated is inaccurate. CEQA Guidelines Section 15088.5, Recirculation of an EIR Prior to Certification, describes the thresholds for recirculation of an EIR. Pursuant to Section 15088.5, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR but before certification. New information can include a disclosure showing that a new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented, a substantial increase in the severity of an environmental impact, a feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project (but the project's proponents decline to adopt it), or the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Significant new information, as it is defined in CEQA Guidelines Section 15088.5, has not been added to this EIR subsequent to its release for public review. No changes have been made to the Project, and no changes have occurred in the environmental setting such that a new significant impact would occur or such that a substantial increase in the severity of an impact would occur. No additional data or other information has been added such that a new significant impact would occur or such that a substantial increase in the severity of an impact would occur. Additionally, no feasible project alternatives or mitigation measures considerably different from those in the Draft EIR that would clearly lessen the environmental impacts of the Project have been identified. Lastly, the Draft EIR is not fundamentally and basically inadequate and conclusory in nature. As described above, the Draft EIR includes extensive environmental analysis that was conducted by qualified professionals. The Draft EIR discloses a number of significant impacts that would result from the proposed Project and identifies mitigation that would reduce these significant impacts below a level of significance. As such, the Draft EIR is not required to be revised and recirculated, and the commenter has not presented substantial evidence to support a need for recirculation.

02-24 The comment includes an example analysis from another project in the City of Claremont of using a local workforce to reduce construction related GHG emissions. This analysis is not performed for the proposed Project and furthermore not even prepared for a project in the City of Arcadia. The comment does not contain any specific concerns related to the adequacy or accuracy of the environmental analysis in the Draft EIR; therefore, no further response is required and no additional analyses or changes to the Draft EIR are required.

Comment Letter I1

Attorneys-at-Law

DAVID FU & ASSOCIATES

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BY EMAIL TO LFLORES@ARCADIACA.GOV WITH ORIGINAL BY SURFACE MAIL

April 6, 2022

Ms. Lisa Flores
Planning & Community Development Administrator
City of Arcadia Planning Division
240 West Huntington Drive
Arcadia, CA 91066-6021

Re: Our Client Dr. Dong L. Chang Individually and as Manager of D.C.J.J. Chang VI LLC, a California limited liability company, Owner of 100 N. Santa Anita Avenue, Arcadia, California ("the Chang Property")
Alexan Mixed Use Development ("the Alexan Development")
Draft Environmental Impact Report
Public Comment

Dear Ms. Flores:

This office represents Dong L. Chang, M.D. individually and in his representative capacity as the Manager of D.C.J.J. Chang VI LLC (collectively "Dr. Chang"), with respect to his concerns regarding the Alexan Development, and in regard to the Chang Property. As you know, the Chang Property is immediately adjacent to the Alexan Development site ("the Alexan Site").

Let this letter constitute Dr. Chang's comments on the Alexan Development Draft Environmental Impact Report ("DEIR") made available for public comment by the city of Arcadia ("the City").

Please be advised that Dr. Chang has been meeting with the Alexan Development's representatives to address his ongoing concerns regarding the Alexan Development and its impact on the Chang Property. While those talks are ongoing, and the cooperation of the Alexan Development is appreciated, Dr. Chang's concerns are not adequately addressed at this time, and we continue to advise the City of those concerns.

It should also be noted that while Dr. Chang requires his concerns be addressed by the Alexan Development and the City, it is not Dr. Chang's intention to unduly obstruct the Alexan Project. Rather, our goals are to be assured that Dr. Chang's concerns are adequately addressed in light of the clearly impactful conditions of the Alexan Development construction on the Chang Property.

Dr. Chang has previously advised the City of his concerns regarding noise, dust, vibration, soil movement, impact on lateral and subjacent soil and foundation conditions, air quality, relocation of

I1-1

I1-2

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sewer lines, particulate matter disrupting his medical office building ventilation systems, traffic and parking conditions affected by the construction. Related to those concerns are these public comments concerning an initial review of the DEIR.

I1-2 Cont.

Specifically:

1. Geotechnical Investigation: We are concerned that the geotechnical investigation does not observe the existence of the Chang Property as bounding the Alexan Site. This is surprising and concerning, in light of the plan for subterranean excavation of the site, and soil conditions observed by the Geotechnical Investigation, specifically but not limited to the granular nature of the soils, anticipated settlement and differential settlement factors. While it is not yet ascertained, intuitively the soils supporting the Chang Property are likely to be similar if not the same as those established for the Alexan Site. Vibration due to heavy construction and excavation may substantially cause or accelerate differential settlement of the Chang Property, causing serious damage, among other problems.

The soils report recommends pre-construction surveys of the adjacent properties, and the Chang Property is immediately adjacent. We will require that these surveys be performed with Dr. Chang's consultants supervising, at the Alexan's cost, to monitor and assure that the Chang Property is not experiencing settlement due to the construction.

I1-3

Plans call for excavation depth to 26 feet. Soils are sand and gravel, moderate to excessive caving is anticipated. The Chang Property may be undermined by this excavation. Additionally, tieback anchors are likely required for the excavation. It is unclear whether the tiebacks would be installed under or affecting the Chang Property, and no discussion on this subject has been raised.

Except for the tiebacks issue, we have discussed most of these concerns with the Alexan Development. Until clear responsibility and methodology is in place to monitor, anticipate and prevent this type of damage from occurring, Dr. Chang will continue to raise these concerns. With respect to the DEIR, we therefore are alarmed that the Chang Property was not addressed in the survey, given that the purpose of this investigation is to evaluate impact on the surrounding environment.

2. Transportation Technical Memorandum: The Transportation Technical Memorandum ("the TTM") does not make any observation of the fact that parking for the Chang Property is provided by a parking easement which burdens the Alexan Site in favor of the Chang Property. Thus, the TTM also does not discuss the parking impact to the Chang Property or its users, on a short term construction basis or on a long term basis following completion of the project. Additionally, there has been no proposal of how to amend the existing easement, or how to accommodate patients seen at the Chang Property, many of whom are elderly and depend on disabled parking accommodations and require a short, safe route to the Chang Property entrance on Santa Anita Avenue.

I1-4

Again, we have had some initial discussions with the Alexan Development concerning these issues, but no specific solutions have been articulated to or approved by Dr. Chang. Again, we think this is a shortcoming of the DEIR and that these issues were intended to be raised and evaluated under the TTM. Thus, we object to the TTM and by implication the DEIR to the extent that these concerns have not been raised or evaluated.

I1-4 Cont.

3. Sewer Area Study: The Sewer Area Study ("Sewer Study") once again fails to observe that sewer systems servicing the Chang Property run under the Alexan Site, and will by necessity be interrupted by the Alexan Development.

The Chang Property has a history of issues with sewer line back flow because a substantial portion of the Chang Property is below grade. This is another issue which must be addressed to Dr. Chang's satisfaction.

I1-5

4. Noise Modeling Outputs/Noise Measurement Data: The Noise Modeling Output data does not address the substantial noise conditions which will be experienced by the Chang Property and its users. Dr. Chang and other physicians perform dermatological surgical procedures at the Chang Property, and both noise and vibration issues are matters of concern.

I1-6

There are likely numerous other concerns and this comment should not be deemed to be exhaustive on the subject. We are conferring with our consultants to evaluate further issues which should be raised to the City on the subject of the DEIR.

I1-7

We appreciate this opportunity to comment and look forward to ongoing discussion and resolution of these concerns in the months to come.

Thank you.

Very truly yours,

DAVID FU AND ASSOCIATES
Attorneys at Law

DAVID D. FU

cc: Reece Pettersen, by email only

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Response to Comment Letter I1

David Fu and Associates
April 6, 2022

I1-1 The comment provides background on the history of the adjacent medical office building owned by Dong L. Chang, M.D. and requests his concerns be addressed by the Project applicant. The comment does not contain any specific concerns related to the adequacy or accuracy of the environmental analysis in the Draft EIR; therefore, no further response is required and no additional analyses or changes to the Draft EIR are required.

I1-2 The comment is a general introduction to concerns raised in this comment letter. The comment does not contain any specific concerns related to the adequacy or accuracy of the environmental analysis in the Draft EIR; therefore, no further response is required and no additional analyses or changes to the Draft EIR are required. Please see the responses below that address these concerns.

I1-3 The comment is addressing the Geotechnical Investigation prepared for the Project and is requesting the Project applicant pay for the commenter to conduct the same investigation for the adjacent medical office building due to its proximity to the Project site. The comment also raises a concern regarding tiebacks anchors and if these anchors would impact the adjacent building.

The Geotechnical Investigation (see DEIR Appendix D-1) and Draft EIR discuss features needed to ensure the adjacent property is not adversely impacted by Project construction. The commenter expresses many concerns about soil stability, including differential settlement due to vibration during construction, the need for the commenter to supervise pre-construction surveys of their property, whether tieback anchors would impact the commenter's property, and the need for monitoring during construction to prevent damage to commenter's property. Each of these concerns is addressed below.

Construction vibration. The Draft EIR addresses construction vibration in Section 4.10, Noise, on pages 4.10-19–4.10-20. Groundborne vibration attenuates rapidly, even over short distances. According to the Draft EIR analysis, at the adjacent medical office building (Dr. Chang's office), construction vibration would peak at approximately 0.067 in/sec in PPV, which is below the level that studies have found would cause damage to buildings, including building foundations due to differential settlement of soil. Specifically, the Federal Transit Administration guidelines show that a vibration level of up to 0.5 in/sec in PPV (FTA 2018) is considered safe for buildings consisting of reinforced concrete, steel, or timber, and would not result in any construction vibration damage. For a nonengineered timber and masonry building, the construction building vibration damage criterion is 0.2 in/sec in PPV. The vibration from construction at the commenter's property (0.067 in/sec in PPV) is well below even the 0.2 in/sec in PPV threshold.

Pre-construction surveys and construction monitoring. The Geotechnical Investigation recommends that prior to excavation the existing improvements on adjacent properties be inspected and their present condition be documented. The Geotechnical Investigation also recommends monitoring of adjacent properties during drilling and pile installation. The commenter's engineer can participate in the preconstruction survey and monitoring on the commenter's property, but this extra oversight is not required to reduce impacts to a less-than- significant level. Accordingly, the City cannot require the Project applicant to pay for the commenter's engineer. The commenter and Project applicant are free to enter into a private agreement that addresses this issue.

Excavation and tiebacks. The Geotechnical Investigation provides recommendations that would prevent impacts to adjacent properties during the construction of the Project's building foundation. For example, where off-site structures are within the shoring surcharge area, the design engineer should limit beam deflection to less than ½ inch at the elevation of the adjacent off-site foundation. Caving of the holes for the foundation could be prevented by formwork or casing. In addition, vertical excavations greater than 5 feet or where surcharged by existing structures would have sloping or shoring measures to provide a stable excavation. Where space is limited, shoring measures would be required to prevent caving. One method of shoring would consist of steel soldier piles, placed in drilled holes, and backfilled with concrete. Where excavations exceed 12 feet or are surcharged, soldier piles may require lateral bracing using drilled tie-back anchors or raker braces to maintain an economical steel beam size and prevent excessive deflection. As the commenter notes, temporary tie-back anchors may be used with the solider pile wall system to resist lateral loads. The locations and depths of all off-site utilities would be thoroughly checked and incorporated into the drilling angle design for the tieback anchors to avoid damage to adjacent properties. Tieback anchors would not be installed under or affect the commenter's property.

Monitoring. The commenter is concerned about a lack of clear responsibility to monitor construction or create a design-level geotechnical plan. The geotechnical recommendations, which will be incorporated as Project conditions of approval, require a design-level plan and monitoring of structures on adjacent properties to ensure they are not damaged by Project construction.

I1-4 The comment is addressing the Transportation Technical Memorandum (TTM) prepared for the Project and notes the TTM does not address the parking easement or potential parking impacts with the adjacent medical office building.

An evaluation of impacts to parking is not required to be evaluated under CEQA. The CEQA Guidelines were updated in 2009 and a review of parking availability was removed. Recent case law has confirmed CEQA does not consider the adequacy of a project's parking or its "impacts on parking" unless it would result in significant secondary effects on the physical environment.

I1-5 The comment is referencing the Sewer Study conducted for the Project and notes the sewer infrastructure that services the adjacent property runs under the Project site and would be impacted by the Project. The comment also notes the adjacent property has a history of issues with the existing sewer system due to its design.

Based on City building records, the commenter's sewer line does not run under the Project site. Accordingly, the sewer line would not be interrupted by Project construction.

I1-6 The comment states that the noise modeling output data does not address the "substantial noise conditions" which would be experienced by the adjacent dermatological practice, and that both noise and vibration are matters of concern.

As stated in Section 4.10.1 of the EIR's noise section, residences, schools, and hospitals are typical examples of noise and vibration-sensitive land uses, with other sensitive uses dependent on what the local jurisdiction may have defined or established. Based on the City's Noise Ordinance and General Plan Noise Element summarized in Section 4.10.2 of the EIR, sensitive receptors include residences, schools, hospitals, hotels and motels, places of worship, and open space/recreation uses. Residences, a school and recreational uses are the nearest noise-sensitive land uses in the vicinity of the Project site.

Medical facilities are typically considered as sensitive receptors if they involve continuing care, such as a hospital or convalescent home. Medical offices are typically not considered a sensitive receptor for the purposes of CEQA noise analysis. The medical office building adjacent to the Project site is a dermatologist's office and therefore was not considered a sensitive receptor. Nonetheless, noise and vibration levels at the medical office building from construction and operation of the Project were provided in the analysis for informational purposes. This information is provided under Threshold 4.10a starting on page 4.10-13. As shown in Tables 4.10-9 through 4.10-12 (DEIR pp. 4.10-15, 4.10-17, 4.10-18, 4.10-19) noise associated with construction would be as high as 88 dBA L_{eq} at the adjacent medical office building (see Table 4.10-9); however, the City's Municipal Code allows construction work to occur between the hours of 7:00 a.m. and 6:00 p.m. Monday – Friday, and 8:00 a.m. and 5:00 p.m. on Saturday, and any time on Sunday and holidays. Tables 4.10-10 through 4.10-12 show the noise levels of stationary equipment and noise associated with Project traffic under existing plus Project and cumulative conditions at the nearest receivers would be well below the applicable noise standards. Therefore, impacts would be less than significant. Threshold 4.10b on page 4.10-19 addresses vibration from construction activities. Based on guidance provided by Caltrans the Project would not exceed the guidance-based annoyance threshold of 0.2 ips PPV. At the adjacent medical office building vibration is predicted at approximately 0.067 ips PPV, which is be well below the guidance limit of 0.3 ips PPV for preventing structural damage. Because the predicted vibration levels are less than both the annoyance and building damage risk thresholds, vibration from construction activities would be less than significant. The City appreciates the commenter's engagement and the City's decision makers will consider these comments when reviewing the proposed Project.

I1-7 The comment notes additional comments may be submitted to the City and appreciates the opportunity to comment on the Draft EIR.

The comment does not contain any specific concerns related to the adequacy or accuracy of the environmental analysis in the Draft EIR; therefore, no further response is required and no additional analyses or changes to the Draft EIR are required.

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3 Changes to the Draft EIR

3.1 Introduction

The comments received on Alexan Mixed-Use Development Project during the public review period for the Draft EIR included information that has resulted in several minor revisions to the text of the Draft EIR. Additionally, typographical errors have been identified in the Draft EIR. These revisions are shown below and are categorized by section number and page number. Errors which require multiple revisions throughout the Draft EIR are categorized at the beginning of Section 3.2, Errata, below, with a summary of the change and subsequent section number and page number provided. Text from the Draft EIR that has been removed is shown in bold strikethrough (i.e., ~~**strikethrough**~~), and text that has been added as part of the Final EIR is shown as bold underlined (i.e., **underline**). Revisions are shown with surrounding sentences for context. These errata merely clarify and corrects minor facts and does not constitute "substantial revisions" or significant new information, that in accordance with CEQA Guidelines, Section 15088.5, would trigger the need to recirculate portions or all of the Draft EIR.

3.2 Errata

Executive Summary, Section ES.4, Summary of Environmental Impacts and Mitigation Measures, Pages ES-9 and ES-10

Table ES-1 is revised to read:

Environmental Topic	Impact?	Mitigation Measure(s)1	Level of Significance After Mitigation
Cultural Resources			
Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant Impact	**MM-CUL-1** Prior to commencement of construction activities, an inadvertent discovery clause, written by an archaeologist, shall be added to all construction plans associated with ground disturbing activities and the Project applicant shall retain a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, to prepare a Worker Environmental Awareness Program (WEAP). The WEAP shall be submitted to the City of Arcadia ~~**Planning and Community**~~ **Development Services d**Department (City) for review and approval. All construction personnel and monitors shall be presented the WEAP training prior to the start of construction activities. The WEAP shall be prepared to inform all personnel working on the proposed Project about the archaeological sensitivity of the area, to provide specific details on the kinds of archaeological materials that may be identified during construction, to explain the importance of and legal basis for the protection of significant	Less Than Significant

Environmental Topic	Impact?	Mitigation Measure(s)1	Level of Significance After Mitigation
		archaeological resources, and to outline the actions to be taken in the event of a discovery of cultural resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor. The WEAP shall require that a qualified archaeologist be retained and on-call to respond to and address any inadvertent discoveries identified during initial excavation in native soils, which underly the 2-4 feet below ground surface (bgs) of artificial fill soils. As it pertains to archaeological monitoring, this definition excludes movement of sediments after they have been initially disturbed or displaced by project-related construction. If potential archaeological resources (i.e., sites, features, or artifacts) are exposed during construction activities for the proposed Project, the City shall be notified and all construction work occurring within 50 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, can evaluate the significance of the find and determine whether or not additional study is warranted. The archaeologist shall be empowered to temporarily stop or redirect grading activities to allow removal of abundant or large artifacts. Depending upon the significance of the find under the California Environmental Quality Act (CEQA) (14 CCR 15064.5[f]; PRC, Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan and data recovery, may be warranted. The archaeologist shall also be required to curate any discovered specimens in a repository with permanent retrievable storage and submit a written report to the City of Arcadia for review and approval prior to occupancy of the first building on the site. Once approved, the final report shall be filed with the South Central Coastal Information Center (SCCIC).	

Environmental Topic	Impact?	Mitigation Measure(s)1	Level of Significance After Mitigation
Hazards and Hazardous Resources			
Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Potentially Significant Impact	MM-HAZ-1 **Demolition and Abatement Procedures.** Prior to the issuance of a demolition permit, the Project applicant/developer or their designated contractor shall ensure that the demolition contractor's contract ~~specifications~~ incorporate abatement procedures for the removal of materials containing asbestos, as identified in previous surveys, and identification and removal of polychlorinated biphenyls, hazardous material, hazardous wastes, and universal waste items. All abatement work shall be done in accordance with federal, state, and local regulations, including those of the U.S. Environmental Protection Agency (which regulates disposal), Occupational Safety and Health Administration, U.S. Department of Housing and Urban Development, California Occupational Safety and Health Administration (which regulates employee exposure), and the South Coast Air Quality Management District. Confirmation of adequate removal of such materials shall be provided to the City prior to the issuance of a building permit.	Less Than Significant
Would the project 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?	Potentially Significant Impact	MM-HAZ-3 **Vapor Mitigation**. Prior to the issuance of a grading permit, vapor mitigation design features shall be implemented in accordance with the Department of Toxic Substances Control (DTSC) Vapor Intrusion Mitigation Advisory for all future residential buildings and enclosed structures. Draft Supplemental Guidance issued by DTSC indicates long term mitigation may include subslab venting or depressurization systems with or without vapor barriers (subslab liners), and sewer VI mitigation such as venting, check valves, and sewer pipe linings. The construction contractor shall incorporate vapor mitigation design features into building plans that reduce potential vapor intrusion in buildings and enclosed structures on the Project site below DTSC Screening Levels. Vapor mitigation systems may be passive or active in nature, so long as they are designed to prevent vapor contamination on the Project site in accordance with applicable DTSC regulations at the time the systems are designed. Vapor mitigation systems shall be designed, built, installed, operated, and maintained in conformance with standard geologic, engineering,	Less Than Significant

Environmental Topic	Impact?	Mitigation Measure(s)1	Level of Significance After Mitigation
		and construction principles and practices by appropriately licensed professionals and ~~Vapor mitigation systems must~~ shall be reviewed and approved by the permitting agency(ies) (City of Arcadia, County of Los Angeles) prior to construction and prior to issuance of certificate of occupancy. Operation of the Project shall maintain functionality of these features as required to continue protection from vapor intrusion. Following completion of construction and occupancy of the buildings, indoor air monitoring will occur semiannually for one year to verify implemented measures are functioning properly and adequately mitigating vapor intrusion to below residential DTSC Screening Levels. Results shall be submitted to the City of Arcadia for confirmation of the adequacy of the designed systems. If indoor air samples reveal vapor intrusion occurring at levels above applicable DTSC Screening Levels, modifications shall be made, as necessary, to the designed system to improve the efficacy in reducing vapor intrusion to below applicable screening levels.	
Tribal Cultural Resources			
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?	Potentially Significant Impact	**MM-TCR-1** The project applicant shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation ("Tribe" or "Kizh"). The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. "Ground-disturbing activity" refers to ground disturbance occurring from 1 foot above native soils and below, and it does not include movement of sediments after they have been initially disturbed or displaced by current Project-related construction. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing	

Environmental Topic	Impact?	Mitigation Measure(s)1	Level of Significance After Mitigation
		activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe. On-site tribal monitoring shall conclude upon the earlier of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant or lead agency that all ground-disturbing activities as defined ~~in TCR-1.A~~ above and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant or lead agency that no future, planned construction activity and/or development/ construction phase at the project site possesses the potential to impact Kizh TCRs. Upon discovery of any Kizh TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the Kizh recovers and retains all discovered Kizh TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes. The Tribe shall have up to 48 hours to recover and retain any discovered Kizh TCRs, after which time construction activities in the immediate vicinity of the discovery may continue.	

Section 4.3, Cultural Resources, Section 4.3.6, Mitigation Measures, Pages 4.3-29 and 4.3-30

The first paragraph under mitigation measure MM-CUL-1 is revised to read:

MM-CUL-1 Prior to commencement of construction activities, an inadvertent discovery clause, written by an archaeologist, shall be added to all construction plans associated with ground disturbing activities and the Project applicant shall retain a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, to prepare a Worker Environmental Awareness Program (WEAP). The WEAP shall be submitted to the City of Arcadia ~~Planning and Community~~ Development Services ~~d~~Department (City) for review and approval. All construction personnel and monitors shall be presented the WEAP training prior to the start of construction activities. The WEAP shall be prepared to inform all personnel working on the proposed Project about the archaeological sensitivity of the area, to provide specific details on the kinds of archaeological materials that may be identified during construction, to explain the importance of and legal basis for the protection of significant archaeological resources, and to outline the actions to be taken in the event of a discovery of cultural resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor.

Section 4.7, Hazards and Hazardous Materials, Section 4.7.6, Mitigation Measures, Page 4.7-23

Mitigation measure MM-HAZ-1 is revised to read:

MM-HAZ-1 **Demolition and Abatement Procedures.** Prior to the issuance of a demolition permit, the Project applicant/developer or their designated contractor shall ensure that the demolition contractor's contract ~~specifications~~ incorporate abatement procedures for the removal of materials containing asbestos, as identified in previous surveys, and identification and removal of polychlorinated biphenyls, hazardous material, hazardous wastes, and universal waste items. All abatement work shall be done in accordance with federal, state, and local regulations, including those of the U.S. Environmental Protection Agency (which regulates disposal), Occupational Safety and Health Administration, U.S. Department of Housing and Urban Development, California Occupational Safety and Health Administration (which regulates employee exposure), and the South Coast Air Quality Management District. Confirmation of adequate removal of such materials shall be provided to the City prior to the issuance of a building permit.

Section 4.7, Hazards and Hazardous Materials, Section 4.7.6, Mitigation Measures, Page 4.7-24

Mitigation measure MM-HAZ-3 is revised to read:

MM-HAZ-3 **Vapor Mitigation.** Prior to the issuance of a grading permit, vapor mitigation design features shall be implemented in accordance with the Department of Toxic Substances Control (DTSC) Vapor Intrusion Mitigation Advisory for all future residential buildings and enclosed structures. Draft Supplemental Guidance issued by DTSC indicates long term mitigation may include subslab venting or depressurization systems with or without vapor barriers (subslab liners), and sewer VI mitigation such as venting, check valves, and sewer pipe linings. The construction contractor shall incorporate vapor mitigation design features into building plans that reduce potential vapor

intrusion in buildings and enclosed structures on the Project site below DTSC Screening Levels. Vapor mitigation systems may be passive or active in nature, so long as they are designed to prevent vapor contamination on the Project site in accordance with applicable DTSC regulations at the time the systems are designed. Vapor mitigation systems shall be designed, built, installed, operated, and maintained in conformance with standard geologic, engineering, and construction principles and practices by appropriately licensed professionals and ~~Vapor mitigation systems must~~ shall be reviewed and approved by the permitting agency(ies) (City of Arcadia, County of Los Angeles) prior to construction and prior to issuance of certificate of occupancy. Operation of the Project shall maintain functionality of these features as required to continue protection from vapor intrusion. Following completion of construction and occupancy of the buildings, indoor air monitoring will occur semiannually for one year to verify implemented measures are functioning properly and adequately mitigating vapor intrusion to below residential DTSC Screening Levels. Results shall be submitted to the City of Arcadia for confirmation of the adequacy of the designed systems. If indoor air samples reveal vapor intrusion occurring at levels above applicable DTSC Screening Levels, modifications shall be made, as necessary, to the designed system to improve the efficacy in reducing vapor intrusion to below applicable screening levels.

Section 4.14, Tribal Cultural Resources, Section 4.14.6, Mitigation Measures, Page 4.14-12

The first sentence in the fourth paragraph of MM-TCR-1 is revised to read:

MM-TCR-1 On-site tribal monitoring shall conclude upon the earlier of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant or lead agency that all ground-disturbing activities as defined ~~in TCR-1.A~~ above and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant or lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

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4 Mitigation Monitoring and Reporting Program

California Public Resources Code Section 21081.6 requires that, upon certification of an EIR, "the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation."

This chapter contains the mitigation monitoring and reporting program (MMRP) that has been developed for the Alexan Mixed-Use Development Project (Project). This MMRP has been developed in compliance with Public Resources Code Section 21081.6 and Section 15097 of the CEQA Guidelines. The mitigation measures in the table are coded by alphanumeric identification consistent with the EIR. The following items are identified for each mitigation measure:

- **Mitigation Monitoring.** This section of the MMRP lists the stage of the proposed project during which the mitigation measure would be implemented and the stage during which proper implementation would be monitored and verified. It also lists the agency that is responsible for ensuring that the mitigation measure is implemented and that it is implemented properly.
- **Verification of Compliance.** This section of the MMRP provides a location for the implementing party and/or enforcing agency to make notes and to record their initials and the compliance date for each mitigation measure.

The City of Arcadia (City) must adopt this MMRP, or an equally effective program, if it approves the proposed project with the mitigation measures that were adopted or made conditions of project approval.

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring		
	Implementation Timing	*Party Responsible for Implementation*	*Agency Responsible for Monitoring Implementation*
Cultural Resources			
MM-CUL-1 Prior to commencement of construction activities, an inadvertent discovery clause, written by an archaeologist, shall be added to all construction plans associated with ground disturbing activities and the Project applicant shall retain a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, to prepare a Worker Environmental Awareness Program (WEAP). The WEAP shall be submitted to the City of Arcadia Development Services Department (City) for review and approval. All construction personnel and monitors shall be presented the WEAP training prior to the start of construction activities. The WEAP shall be prepared to inform all personnel working on the proposed Project about the archaeological sensitivity of the area, to provide specific details on the kinds of archaeological materials that may be identified during construction, to explain the importance of and legal basis for the protection of significant archaeological resources, and to outline the actions to be taken in the event of a discovery of cultural resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor. The WEAP shall require that a qualified archaeologist be retained and on-call to respond to and address any inadvertent discoveries identified during initial excavation in native soils, which underly the 2-4 feet below ground surface (bgs) of artificial fill soils. As it pertains to archaeological monitoring, this definition excludes movement of sediments after they have been	Prior to commencement of construction activities; During construction activities	Project applicant; Project archaeologist for preparation of a Worker Environmental Awareness Program (WEAP)	City of Arcadia Planning Division

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring		
	Implementation Timing	*Party Responsible for Implementation*	*Agency Responsible for Monitoring Implementation*
initially disturbed or displaced by project-related construction. If potential archaeological resources (i.e., sites, features, or artifacts) are exposed during construction activities for the proposed Project, the City shall be notified and all construction work occurring within 50 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, can evaluate the significance of the find and determine whether or not additional study is warranted. The archaeologist shall be empowered to temporarily stop or redirect grading activities to allow removal of abundant or large artifacts. Depending upon the significance of the find under the California Environmental Quality Act (CEQA) (14 CCR 15064.5[f]; PRC, Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan and data recovery, may be warranted. The archaeologist shall also be required to curate any discovered specimens in a repository with permanent retrievable storage and submit a written report to the City of Arcadia for review and approval prior to occupancy of the first building on the site. Once approved, the final report shall be filed with the South Central Coastal Information Center (SCCIC).			
Geology and Soils			
MM-GEO-1 Prior to commencement of any grading activity on-site, the Applicant shall retain a qualified paleontologist per the Society of Vertebrate Paleontology (SVP) (2010) guidelines. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the Project. The PRIMP shall be consistent with the SVP (2010) guidelines and shall outline requirements for preconstruction meeting attendance and	Prior to any grading activity; During grading activities	Project applicant; Project paleontologist for preparation of a Paleontological Resources Impact Mitigation Program (PRIMP) and preconstruction meeting	City of Arcadia Planning Division

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring		
	Implementation Timing	*Party Responsible for Implementation*	*Agency Responsible for Monitoring Implementation*
worker environmental awareness training, where monitoring is required within the Project area based on construction plans and/or geotechnical reports, procedures for adequate paleontological monitoring and discoveries treatment, and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections management. The qualified paleontologist shall attend the preconstruction meeting and a paleontological monitor shall be on-site during all rough grading and other significant ground-disturbing activities in previously undisturbed, Pleistocene alluvial deposits. These deposits may be encountered at depths as shallow as 5-10 feet below ground surface. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find.			
Hazards and Hazardous Materials			
MM-HAZ-1 Prior to the issuance of a demolition permit, the Project applicant/developer or their designated contractor shall ensure that the demolition contractor's contract incorporate abatement procedures for the removal of materials containing asbestos, as identified in previous surveys, and identification and removal of polychlorinated biphenyls, hazardous material, hazardous wastes, and universal waste items. All abatement work shall be done in accordance with federal, state, and local regulations, including those of the U.S. Environmental Protection Agency (which regulates disposal), Occupational Safety and Health	Prior to the issuance of a demolition permit	Project applicant; Project contractor	City of Arcadia Planning and Building Divisions

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring		
	Implementation Timing	*Party Responsible for Implementation*	*Agency Responsible for Monitoring Implementation*
Administration, U.S. Department of Housing and Urban Development, California Occupational Safety and Health Administration (which regulates employee exposure), and the South Coast Air Quality Management District. Confirmation of adequate removal of such materials shall be provided to the City prior to the issuance of a building permit.			
MM-HAZ-2 Prior to the issuance of a grading permit, the Project applicant/developer or their designated contractor shall prepare a soil management plan (SMP) that outlines the proper screening, handling, characterization, transportation, and disposal procedures for contaminated soils on site. The SMP shall include health and safety and training procedures for workers who may come in contact with contaminated soils. The health and safety procedures shall also include periodic breathing zone monitoring and monitoring for VOCs using a handheld organic vapor analyzer and include required actions to be taken if concentrations of VOCs exceed applicable screening levels for health and safety of onsite workers. The SMP will be based on the findings of the Soil and Soil Vapor Investigation prepared for the Project, will outline areas of known or suspected soil contamination, and will be implemented by the applicant or their designated contractor for all confirmed and suspected contaminated soils which require excavation and offsite disposal. Contaminated soil shall be managed and disposed of in accordance with applicable federal, state, and local regulations.	Prior to the issuance of a grading permit	Project applicant; Project contractor for preparation of a Soil Management Plan (SMP)	City of Arcadia Planning and Building Divisions
MM-HAZ-3 Prior to the issuance of a grading permit, vapor mitigation design features shall be implemented in accordance with the Department of Toxic Substances Control (DTSC) Vapor Intrusion Mitigation Advisory for all future residential buildings and	Prior to issuance of a grading permit; Prior to construction and prior to issuance of certificate of	Project applicant; Construction contractor	City of Arcadia Planning and Building Divisions; County of Los Angeles Department of Public Works

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring		
	Implementation Timing	*Party Responsible for Implementation*	*Agency Responsible for Monitoring Implementation*
enclosed structures. Draft Supplemental Guidance issued by DTSC indicates long term mitigation may include subslab venting or depressurization systems with or without vapor barriers (subslab liners), and sewer VI mitigation such as venting, check valves, and sewer pipe linings. The construction contractor shall incorporate vapor mitigation design features into building plans that reduce potential vapor intrusion in buildings and enclosed structures on the Project site below DTSC Screening Levels. Vapor mitigation systems may be passive or active in nature, so long as they are designed to prevent vapor contamination on the Project site in accordance with applicable DTSC regulations at the time the systems are designed. Vapor mitigation systems shall be designed, built, installed, operated, and maintained in conformance with standard geologic, engineering, and construction principles and practices by appropriately licensed professionals and shall be reviewed and approved by the permitting agency(ies) (City of Arcadia, County of Los Angeles) prior to construction and prior to issuance of certificate of occupancy. Operation of the Project shall maintain functionality of these features as required to continue protection from vapor intrusion. Following completion of construction and occupancy of the buildings, indoor air monitoring will occur semiannually for one year to verify implemented measures are functioning properly and adequately mitigating vapor intrusion to below residential DTSC Screening Levels. Results shall be submitted to the City of Arcadia for confirmation of the adequacy of the designed systems. If indoor air samples reveal vapor intrusion occurring at levels above applicable DTSC Screening Levels, modifications shall be made, as necessary, to the designed system to improve the efficacy in reducing vapor intrusion to below applicable screening levels.	occupancy with respect to vapor mitigation systems		

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring		
	Implementation Timing	*Party Responsible for Implementation*	*Agency Responsible for Monitoring Implementation*
Transportation			
MM-TRA-1 Prior to the issuance of demolition or grading permits, the Project applicant/developer shall develop and implement a City-approved Construction Traffic Control Plan. The Plan shall be prepared in accordance with applicable City guidelines and shall address the potential for construction-related vehicular traffic, as well as pedestrian and bicycle circulation disruption in the public right-of-way. The Plan shall describe safe detours and shall include protocols for implementing the following: temporary traffic controls (e.g., a flag person during heavy truck traffic for soil export) to maintain smooth pedestrian and traffic flow; dedicated on-site turn lanes for construction trucks and equipment leaving the site; scheduling of peak construction truck traffic that affects traffic flow on the arterial system to off-peak hours; consolidation of truck deliveries; and/or rerouting of construction trucks away from congested streets or sensitive receptors.	Prior to the issuance of demolition or grading permits	Project Applicant for the preparation of a Construction Traffic Control Plan	City of Arcadia Planning and Engineering Divisions
Tribal Cultural Resources			
MM-TCR-1. The project applicant shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation ("Tribe" or "Kizh"). The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. "Ground-	Prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations, or prior to issuance of any permit necessary to commence a ground-disturbing activity; During	Construction contractor; Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation	City of Arcadia Planning Division

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring		
	Implementation Timing	*Party Responsible for Implementation*	*Agency Responsible for Monitoring Implementation*
disturbing activity" refers to ground disturbance occurring from 1 foot above native soils and below, and it does not include movement of sediments after they have been initially disturbed or displaced by current Project-related construction. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. The project applicant shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation ("Tribe" or "Kizh"). The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. "Ground-disturbing activity" refers to ground disturbance occurring from 1 foot above native soils and below, and it does not include movement of sediments after they have been initially disturbed or displaced by current Project-related construction. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity. On-site tribal monitoring shall conclude upon the earlier of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant or lead agency that all	ground-disturbing activity		

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring		
	Implementation Timing	*Party Responsible for Implementation*	*Agency Responsible for Monitoring Implementation*
ground-disturbing activities as defined above and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant or lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs. Upon discovery of any Kizh TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the Kizh recovers and retains all discovered Kizh TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes. The Tribe shall have up to 48 hours to recover and retain any discovered Kizh TCRs, after which time construction activities in the immediate vicinity of the discovery may continue.			
MM-TCR-2 Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. In accordance with Health and Safety Code Section 7050.5, any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native	During ground-disturbing activities	Construction contractor	County Coroner; NAHC; City of Arcadia Development Services Department

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring		
	Implementation Timing	*Party Responsible for Implementation*	*Agency Responsible for Monitoring Implementation*
American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed. Consistent with California Public Resources Code section 5097.98(d)(2), any items associated with the human remains that are placed or buried with the Native American human remains are to be treated in the same manner as the remains, but do not by themselves constitute human remains. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.			
MM-TCR-3 If the Tribe is designated by the Native American Heritage Commission ("NAHC") as the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. Accordingly, if the Tribe is designated as the MLD for discovered human remains, the prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will	During ground-disturbing activities	Construction contractor	NAHC's "Most Likely Descendant" Tribe; City of Arcadia Development Services Department

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring		
	Implementation Timing	*Party Responsible for Implementation*	*Agency Responsible for Monitoring Implementation*
either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials. If the Tribe is designated by the NAHC as the MLD, the following condition will apply: If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created. If the Tribe is designated by the NAHC as the MLD, the following condition will apply: In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will 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 should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. If the Tribe is designated by the NAHC as the MLD, the following condition will apply: In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. If the Tribe is designated by the NAHC as the MLD, the following condition will apply: Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within			

Table 4-1. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring		
	Implementation Timing	*Party Responsible for Implementation*	*Agency Responsible for Monitoring Implementation*
six months of recovery. Where the Tribe is designated as the MLD, the site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered. If the Tribe is designated by the NAHC as the MLD, the following condition will apply: The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery and data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.			

FINDINGS OF FACT

Alexan Mixed-Use Development Project Final EIR (SCH No. 2021070271)

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1 Introduction

This statement of Findings of Fact (Findings) addresses the environmental effects associated with the proposed Alexan Mixed-Use Development Project (proposed Project), as described in the Draft Environmental Impact Report (EIR). These Findings are made pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000 et seq.), specifically California Public Resources Code, Sections 21081, 21081.5, and 21081.6, and the CEQA Guidelines (14 CCR 15000 et seq.), specifically Sections 15091 and 15093. The Draft EIR examines the full range of potential effects of construction and operation of the Project and identifies mitigation practices that could be employed to reduce, minimize, or avoid those potential effects.

1.1 Purpose

California Public Resources Code, Section 21081, and CEQA Guidelines Section 15091 require that the lead agency, in this case the City of Arcadia (City), prepare written findings for identified significant effects, accompanied by a brief explanation of the rationale for each finding. Specifically, CEQA Guidelines Section 15091 states, in part, that:

a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
    1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
    2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
    3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

In accordance with California Public Resource Code, Section 21081, and CEQA Guidelines Section 15093, whenever significant effects cannot be mitigated to below a level of significance, the decision-making agency is required to balance, as applicable, the benefits of the project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of a project outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable." In that case, the decision-making agency may prepare and adopt a Statement of Overriding Considerations (SOC), pursuant to the CEQA Guidelines. The Project does not result in any impacts that cannot be mitigated to a level of less than significant; therefore, a Statement of Overriding Considerations is not required.

The EIR identified potentially significant effects that could result from the Project. The City finds that the inclusion of certain mitigation measures as part of the approval of the Project will reduce all impacts to less-than-significant levels.

As required by CEQA, the City, in adopting these Findings, also adopts a Mitigation Monitoring and Reporting Program (MMRP) for the Project. The City finds that the MMRP, which is incorporated by reference and made a part of these Findings, meets the requirements of California Public Resources Code, Section 21081.6, by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the Project.

In accordance with the CEQA Statutes and Guidelines, the City adopts these Findings for the Project. Pursuant to California Public Resources Code, Section 21082.1(c)(3), the City also finds that these Findings reflect the City's independent judgment as the lead agency for the Project.

1.1.1 Record of Proceedings

For the purposes of CEQA and the Findings herein set forth, the record of proceedings for the Project consists of those items listed in CEQA Section 21167.6(e). The record of proceedings for the City's decision on the Project consists of the following documents, at a minimum and without limitation, which are incorporated by reference and made part of the record supporting these Findings:

(a) The Notice of Preparation, Notice of Availability, and all other public notices issued by the City in conjunction with the Project

(b) The Draft EIR for the Project and all technical appendices and documents relied upon or incorporated by reference

(c) All written comments submitted by agencies, organizations, or members of the public during the public review comment period on the Draft EIR and the City's responses to those comments

(d) The Final EIR for the Project

(e) The MMRP for the Project

(f) All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project prepared by the City or consultants to the City with respect to the City's compliance with the requirements of CEQA and with respect to the City's action on the Project

(g) All documents submitted to the City by other public agencies or members of the public in connection with the Draft EIR

(h) Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City in connection with the Project

(i) Any documentary or other evidence submitted to the City at such information sessions, public meetings, and public hearings

(j) All resolutions adopted by the City regarding the Project, and all staff reports, analyses, and summaries related to the adoption of those resolutions

(k) Matters of common knowledge to the City, including, but not limited to federal, state, and local laws and regulations

(l) Any documents expressly cited in these Findings, in addition to those cited above; and any other materials required for the record of proceedings by CEQA Section 21167.6(e)

1.1.2 Custodian and Location of Records

The documents and other materials that constitute the Record of Proceedings for the City's actions related to the Project are located at the City of Arcadia, 240 W. Huntington Drive, California 91007. The City Clerk is the custodian of the Record of Proceedings for the Project.

2 CEQA Findings of Independent Judgement

2.1 Independent Review and Analysis

Under CEQA, the lead agency must (1) independently review and analyze the EIR; (2) circulate draft documents that reflect its independent judgment; (3) as part of the certification of an EIR, find that the report or declaration reflects the independent judgment of the lead agency; and (4) submit copies of the documents to the State Clearinghouse if there is state agency involvement or if the project is of statewide, regional, or area-wide significance (California Public Resources Code, Section 21082.1[c]).

These Findings reflect the City's independent judgment. The City has exercised independent judgment in accordance with CEQA Section 21082.1(c)(3) in retaining its own environmental consultant in the preparation of the EIR, as well as reviewing, analyzing, and revising material prepared by the consultant.

Having received, reviewed, and considered the information in the Final EIR, as well as any and all other information in the record, the City hereby makes findings pursuant to and in accordance with CEQA Sections 21081, 21081.5, and 21081.6.

2.2 Impacts Determined to Be Less Than Significant with Mitigation

This section identifies significant adverse impacts of the Project that require findings to be made under CEQA Section 21081(a) and CEQA Guidelines Section 15091(a)(1). Based on substantial evidence, the City finds that adoption of the mitigation measures set forth in this section will reduce the identified significant impacts to less-than-significant levels:

Cultural Resources

- Archaeological Resources
- Cumulative Effect

Geology and Soils

- Paleontological Resources
- Cumulative Effect

Hazards and Hazardous Materials

- Routine Transport, Use, or Disposal of Hazardous Materials/Release of Hazardous Materials and the Potential for Upset Conditions
- Reasonably Foreseeable Upset and Accident Conditions Involving the Release of Hazardous Materials
- Cumulative Effect

Transportation

- Inadequate Emergency Access

Tribal Cultural Resources

- California Public Resource Code, Section 5024.1
- Cumulative Effect

Other impacts addressed for Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use, Mineral Resources, Population and Housing, Public Services and Recreation, Transportation, Utilities and Service Systems, and Wildfire are addressed under Section 2.3, Impacts Determined to Be Less Than Significant.

2.2.1 Cultural Resources

2.2.1.1 Potentially Significant Impacts to Cultural Resources

Archaeological Resources

The CHRIS records search identified 17 previously conducted cultural resources technical investigations within a 0.5-mile radius records search area. Of these, four studies overlap the Project site; however, individual sites were not identified within the current Project site as a result of these studies. Additionally, the South Central Coast Information Center (SCCIC) records indicate that 63 previously recorded cultural resources exist within the surrounding 0.5-mile search radius. Of the resources identified all are built environment resources with one historic-era archaeological site. No previously recorded prehistoric or historic-era archaeological resources were identified within the Project site or 0.5-mile records search radius. Additionally, the Native American Heritage Commission (NAHC) was contacted to request a search of its Sacred Land Files (SLF), which were negative. The NAHC also suggested contacting two Native American individuals and/or tribal organizations who may have direct knowledge of cultural resources in or near the Project site.

Based on the results provided above, the potential of encountering and impacting unknown archaeological resources during Project implementation is low given the level of disturbance from the mid-twentieth century; however, it is always possible that unanticipated discoveries could be encountered during ground-disturbing activities associated with the proposed Project. Although the entirely of the Project site was previously investigated, none of these previous investigations were completed prior to the development of the site, indicating that the opportunity to observe native or undisturbed soils during the years of these previous investigations (1996 to 2010) was not possible. However, if such unanticipated discoveries were encountered, impacts to encountered resources could be potentially significant. However, with implementation of Mitigation Measure (MM-) CUL-1, which includes preparation and implementation of a Worker Environmental Awareness Program (WEAP), all construction personnel will be appropriately informed of required responses to unanticipated cultural resources, should these be encountered. Additionally, MM-CUL-1, requires an inadvertent discovery clause, written by an archaeologist, to be added to all construction plans associated with ground disturbing activities would ensure that a qualified archaeologist is retained and on-call to respond to any inadvertent discoveries during Project construction; and requires that all construction work occurring within 50 feet of any find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, can evaluate the significance of the find. Thus, potentially significant impacts to archaeological resources would be reduced to less than significant levels with mitigation incorporated.

Cumulative Effect

For archaeological resources, cumulative projects may require extensive excavation in culturally sensitive areas, and thus, may result in adverse effects to known or previously unknown, inadvertently discovered archaeological resources. There is the potential for accidental discovery of other archaeological resources by the proposed Project as well as by cumulative projects. Because all significant cultural resources are unique and non-renewable, all adverse effects or negative impacts contribute to a dwindling resource base. Through implementation of MM-CUL-1, which would require investigation and handling by a qualified archaeologist in the event that an unknown resource is encountered, the project-level impact to archeological resources would be reduced to less than significant.

Further, other individual related projects occurring in the vicinity of the Project site that require discretionary review would also be subject to the same requirements of CEQA as the proposed Project and any impacts to archaeological resources would be mitigated, as applicable. These determinations would be made on a case-by-case basis, and the effects of cumulative development on historical and archaeological resources would be mitigated to the extent feasible in accordance with CEQA and other applicable legal requirements. Therefore, impacts on archaeological resources would not be cumulatively considerable with mitigation incorporated (MM-CUL-1).

2.2.1.2 Mitigation Measures

MM-CUL-1 Prior to commencement of construction activities, an inadvertent discovery clause, written by an archaeologist, shall be added to all construction plans associated with ground disturbing activities and the Project applicant shall retain a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, to prepare a Worker Environmental Awareness Program (WEAP). The WEAP shall be submitted to the City of Arcadia Development Services Department (City) for review and approval. All construction personnel and monitors shall be presented the WEAP training prior to the start of construction activities. The WEAP shall be prepared to inform all personnel working on the proposed Project about the archaeological sensitivity of the area, to provide specific details on the kinds of archaeological materials that may be identified during construction, to explain the importance of and legal basis for the protection of significant archaeological resources, and to outline the actions to be taken in the event of a discovery of cultural resources. Each worker shall also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor.

The WEAP shall require that a qualified archaeologist be retained and on-call to respond to and address any inadvertent discoveries identified during initial excavation in native soils, which underly the 2-4 feet below ground surface (bgs) of artificial fill soils. As it pertains to archaeological monitoring, this definition excludes movement of sediments after they have been initially disturbed or displaced by project-related construction.

If potential archaeological resources (i.e., sites, features, or artifacts) are exposed during construction activities for the proposed Project, the City shall be notified and all construction work occurring within 50 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology, can evaluate the significance of the find and determine whether or not additional study is warranted. The archaeologist shall be empowered to temporarily stop or redirect grading activities to allow removal

of abundant or large artifacts. Depending upon the significance of the find under the California Environmental Quality Act (CEQA) (14 CCR 15064.5[f]; PRC, Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan and data recovery, may be warranted. The archaeologist shall also be required to curate any discovered specimens in a repository with permanent retrievable storage and submit a written report to the City of Arcadia for review and approval prior to occupancy of the first building on the site. Once approved, the final report shall be filed with the South Central Coastal Information Center (SCCIC).

2.2.1.3 Findings per CEQA Guidelines

Consistent with CEQA Guidelines Section 15126.4(a)(1), feasible measures that can minimize significant adverse impacts were developed for the potentially significant impacts described in Section 2.2.2.1. This feasible measure, MM-CUL-1, is listed in Section 2.2.2.2.

The City finds that this mitigation measure is feasible, is adopted, and will reduce the potential cultural resources impacts of the Project to less than significant levels. Accordingly, the City finds that, pursuant to CEQA Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in or incorporated into the Project that will mitigate or avoid potentially significant impacts on cultural resources.

2.2.1.4 Facts in Support of the Findings Related to Cultural Resources

Implementation of MM-CUL-1 would reduce potentially significant impacts to archaeological resources by addressing the inadvertent discovery of archeological resources. There would be no significant, unavoidable impacts related to cultural resources after implementation of this mitigation measure.

2.2.2 Geology and Soils

2.2.2.1 Potentially Significant Impacts to Geology and Soils

Paleontological Resource

The Project site is underlain by Quaternary gravel and sand (map unit Qg; <11,700 years old), derived as alluvial fans and major stream channels and is not anticipated to be underlain by unique geological features. The Natural History Museum of Los Angeles County (LACM) did not report any paleontological localities from within the Project site, but they did report fossil specimens were recovered in the nearby area. In addition to the LACM localities, desktop research for the Project area indicated there are additional paleontological deposits close to the Project site. Given the proximity of past fossil discoveries in the surrounding area and the potential for significant vertebrate fossils below any artificial fill present within the Project site, the proposed Project is considered potentially sensitive for supporting paleontological resources at any depth. In the event that intact paleontological resources are located on the Project site, ground-disturbing activities associated with construction of the Project, such as grading during site preparation, excavations and trenching for pipelines or utilities, have the potential to destroy a unique paleontological resource or site. Without mitigation, the potential damage to paleontological resources during construction would be a potentially significant impact. However, upon implementation of Mitigation Measure (MM)- GEO-1, impacts would be reduced to below a level of significance. MM-GEO-1 requires a preparation of a Paleontological Resources Impact Mitigation Program that requires preconstruction meeting attendance and

worker environmental awareness training, where monitoring is required within the Project site, procedures for adequate paleontological monitoring and discoveries treatment, and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections management. With incorporation of MM-GEO-1, impacts would be less than significant.

Cumulative Effect

Potential cumulative impacts on geology and soils would result from projects that combine to create geologic hazards, including unstable geologic conditions, or contribute substantially to erosion. The majority of impacts from geologic hazards, such as rupture of a fault line, liquefaction, landslides, expansive soils, and unstable soils, are site-specific and are therefore generally mitigated on a project-by-project basis. Each cumulative project would be required to adhere to required building engineering design per the most recent version of the California Building Code or CBC in order to ensure the safety of building occupants and avoid a cumulative geologic hazard. Additionally, as needed, projects would incorporate individual mitigation or geotechnical requirements for site-specific geologic hazards present on each individual cumulative project site. Similarly, MM-GEO-1 would ensure that potential impacts to paleontological resources would be less than significant and other cumulative projects that would have a potential to impact soils that are sensitive for significant fossils would also require mitigation. Therefore, a potential cumulative impact related to site-specific geologic hazards, such as seismically induced ground failure, subsidence, soil collapse, and expansive soils, as well as paleontological resources, would not occur. Therefore, the proposed Project, in combination with other cumulative projects, would not contribute to a significant cumulative impact associated with geology and soils.

2.2.2.2 Mitigation Measures

MM-GEO-1 Prior to commencement of any grading activity on-site, the Applicant shall retain a qualified paleontologist per the Society of Vertebrate Paleontology (SVP) (2010) guidelines. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the Project. The PRIMP shall be consistent with the SVP (2010) guidelines and shall outline requirements for preconstruction meeting attendance and worker environmental awareness training, where monitoring is required within the Project area based on construction plans and/or geotechnical reports, procedures for adequate paleontological monitoring and discoveries treatment, and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections management. The qualified paleontologist shall attend the preconstruction meeting and a paleontological monitor shall be on-site during all rough grading and other significant ground-disturbing activities in previously undisturbed, Pleistocene alluvial deposits. These deposits may be encountered at depths as shallow as 5–10 feet below ground surface. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find.

2.2.2.3 Findings per CEQA Guidelines

Consistent with CEQA Guidelines Section 15126.4(a)(1), a feasible measure that can minimize significant adverse impacts was developed for the potentially significant impacts described in Section 2.2.2.1. This feasible measure, MM-GEO-1, is listed in Section 2.2.2.2.

The City finds that this mitigation measure is feasible, is adopted, and will reduce the potential paleontological resources impacts of the Project to less than significant levels. Accordingly, the City finds that, pursuant to CEQA Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in, or incorporated into, the Project that mitigate or avoid potentially significant paleontological-related impacts of the Project identified in the EIR.

2.2.2.4 Facts in Support of the Findings Related to Geology and Soils

Potential impacts to geology and soils would be less than significant. Incorporation of MM-GEO-1 would reduce construction-related impacts to paleontological resources to a less-than-significant level. There would be no significant, unavoidable impacts related to geology and soils after implementation of these mitigation measures.

2.2.3 Hazards and Hazardous Materials

2.2.3.1 Potentially Significant Impacts to Hazards and Hazardous Materials

Routine Transport, Use, or Disposal of Hazardous Materials/Release of Hazardous Materials and the Potential for Upset Conditions

Short-Term Construction Impacts

Construction would require the use of heavy equipment and machinery. Hazardous materials would be stored in designated construction staging areas within the boundaries of the Project site and the construction contractor must ensure that they would be transported, handled, used, stored, and disposed of in accordance with all applicable federal, state, and local laws and regulations.

Three buildings on the Project site are scheduled for demolition as part of the proposed Project and an existing building would be renovated. Based on information provided in the Phase I ESA and the asbestos survey, asbestos is present in all the buildings proposed for demolition but no lead-based paint was identified. Universal wastes, such as light fixtures and thermostats that may be present would require collection and off-site disposal prior to demolition. Hazardous wastes, such as spent chemicals or petroleum, may also require collection and off-site disposal prior to demolition and rehabilitation. Additionally, many commercial buildings contain small amounts of (polychlorinated biphenyls) PCBs and mercury that would require proper management prior to demolition. Should remaining hazardous materials and hazardous wastes associated with site maintenance be present, including petroleum products and cleaning supplies, these would be disturbed during the demolition process if not removed. These materials, if not properly removed, could be transported offsite with demolition debris, and therefore the proposed Project has the potential to create a significant hazard to the public or the environment through the routine transport or disposal of hazardous materials associated with demolition activities. In accordance with mitigation measure MM-HAZ-1, demolition would include abatement procedures for the removal of materials containing asbestos, as identified in previous surveys, and identification and removal of PCBs, hazardous material, hazardous wastes, and universal waste items. Abatement must be conducted by licensed contractors, and materials must be transported offsite for recycling and/or disposal by licensed transporters in accordance with federal, state, and local laws. With implementation of MM-HAZ-1, impacts associated with the routine transport of asbestos, PCBs, universal wastes, and hazardous materials for offsite disposal during construction would be less than significant with mitigation incorporated.

Reasonably Foreseeable Upset and Accident Conditions

Short-Term Construction Impacts

The proposed Project has the potential to expose the public and the environment to hazards associated with on-site releases of hazardous materials including asbestos PCB-containing items, universal wastes, and other hazardous materials and wastes present in the building scheduled for demolition. Management of hazardous materials and waste during pre-demolition surveys and abatement activities would be addressed by MM-HAZ-1.

Hazardous materials present in the office building to be renovated, including the items identified for the existing Verizon Wireless cell tower and dental offices, are not expected to be impacted by construction, as this building is not scheduled for demolition, and renovation would only occur on the first floor lobby area which does not contain these hazardous items. However, MM-HAZ-1 would be implemented in the areas scheduled for renovation. Construction activities would not be conducted in areas where hazardous materials are stored, and impacts associated with existing hazardous materials would be managed under MM-HAZ-1, therefore impacts would be less than significant with mitigation incorporated.

The Soil and Soil Vapor Investigation identified elevated concentrations of benzene and Tetrachloroethylene (PCE) in soil vapor above applicable residential and commercial/industrial screening levels. A potential accident condition could occur during excavation and earth moving activities exposing onsite construction workers to contaminated soil vapor. The soil management plan (SMP) required by MM-HAZ-2 will also include health and safety procedures, including breathing zone monitoring, to prevent exposure of onsite workers to elevated concentrations of benzene and PCE. Along with adherence to federal, state, and local laws and regulations, and implementation of MM-HAZ-1 and MM-HAZ-2, short-term construction impacts associated with potential upset and accident conditions involving the release of hazardous materials to the environment would be less than significant with mitigation incorporated.

Long-Term Operational Impacts

The Soil and Soil Vapor Investigation identified concentrations of benzene and PCE in soil indicating a potential vapor intrusion risk to proposed residential structures to be constructed on the Project site. PCE and benzene concentrations were detected in soil vapor above the Department of Toxic Substances Control (DTSC) screening levels for commercial exposure near the existing commercial buildings. These buildings would remain operational and the current commercial use would not change as part of the proposed Project. Construction would include excavation of soils and construction of new buildings; however, these activities are not anticipated to exacerbate existing soil vapor conditions beneath the existing buildings to remain because the Project site is already completely paved and covered with buildings, therefore pathways of soil vapor exposure in current buildings would not change. MM-HAZ-3 requires vapor mitigation to be designed and implemented for new structures on the Project site, which will reduce the potential for vapor intrusion to a less than significant level. In accordance with MM-HAZ-3 indoor air monitoring following construction and occupancy is required to verify vapor intrusion is adequately mitigated. With implementation of MM-HAZ-3 Project operational impacts are not anticipated to create a foreseeable upset or accident condition that would release hazardous materials to the environment, and impacts would be less than significant with mitigation incorporated.

Cumulative Effects

There are a variety of hazardous material and public health and safety issues that are relevant and applicable to the Project. Many potential impacts related to hazardous materials and public health and safety risks would be minimized due to compliance with federal, state, and local regulatory requirements.

Cumulative Projects would also be subject to federal, state, and local regulations related to hazardous materials and other public health and safety issues the same as the proposed Project. Adherence to these regulatory requirements would reduce incremental impacts associated with public exposure to health and safety hazards in each of the affected Project areas. Additionally, most hazardous material and safety-related risks are localized, generally affecting a specific site and immediate surrounding area, thus minimizing the potential for an impact to combine with another Project to create a cumulative scenario. Additionally, implementation of MM-HAZ-1 through MM-HAZ-3 would ensure that Project-related activities would not result in significant impacts; therefore, the proposed Project would not contribute to a cumulatively considerable environmental impact related to hazards and hazardous materials.

2.2.3.2 Mitigation Measures

MM-HAZ-1 Prior to the issuance of a demolition permit, the Project applicant/developer or their designated contractor shall ensure that the demolition contractor's contract incorporate abatement procedures for the removal of materials containing asbestos, as identified in previous surveys, and identification and removal of polychlorinated biphenyls, hazardous material, hazardous wastes, and universal waste items. All abatement work shall be done in accordance with federal, state, and local regulations, including those of the U.S. Environmental Protection Agency (which regulates disposal), Occupational Safety and Health Administration, U.S. Department of Housing and Urban Development, California Occupational Safety and Health Administration (which regulates employee exposure), and the South Coast Air Quality Management District. Confirmation of adequate removal of such materials shall be provided to the City prior to the issuance of a building permit.

MM-HAZ-2 Prior to the issuance of a grading permit, the Project applicant/developer or their designated contractor shall prepare a soil management plan (SMP) that outlines the proper screening, handling, characterization, transportation, and disposal procedures for contaminated soils on site. The SMP shall include health and safety and training procedures for workers who may come in contact with contaminated soils. The health and safety procedures shall also include periodic breathing zone monitoring and monitoring for VOCs using a handheld organic vapor analyzer and include required actions to be taken if concentrations of VOCs exceed applicable screening levels for health and safety of onsite workers. The SMP will be based on the findings of the Soil and Soil Vapor Investigation prepared for the Project, will outline areas of known or suspected soil contamination, and will be implemented by the applicant or their designated contractor for all confirmed and suspected contaminated soils which require excavation and offsite disposal. Contaminated soil shall be managed and disposed of in accordance with applicable federal, state, and local regulations.

MM-HAZ-3 Prior to the issuance of a grading permit, vapor mitigation design features shall be implemented in accordance with the Department of Toxic Substances Control (DTSC) Vapor Intrusion Mitigation Advisory for all future residential buildings and enclosed structures. Draft Supplemental Guidance issued by DTSC indicates long term mitigation may include subslab venting or depressurization systems with or without vapor barriers (subslab liners), and sewer VI mitigation such as venting, check

valves, and sewer pipe linings. The construction contractor shall incorporate vapor mitigation design features into building plans that reduce potential vapor intrusion in buildings and enclosed structures on the Project site below DTSC Screening Levels. Vapor mitigation systems may be passive or active in nature, so long as they are designed to prevent vapor contamination on the Project site in accordance with applicable DTSC regulations at the time the systems are designed. Vapor mitigation systems shall be designed, built, installed, operated, and maintained in conformance with standard geologic, engineering, and construction principles and practices by appropriately licensed professionals and shall be reviewed and approved by the permitting agency(ies) (City of Arcadia, County of Los Angeles) prior to construction and prior to issuance of certificate of occupancy. Operation of the Project shall maintain functionality of these features as required to continue protection from vapor intrusion. Following completion of construction and occupancy of the buildings, indoor air monitoring will occur semiannually for one year to verify implemented measures are functioning properly and adequately mitigating vapor intrusion to below residential DTSC Screening Levels. Results shall be submitted to the City of Arcadia for confirmation of the adequacy of the designed systems. If indoor air samples reveal vapor intrusion occurring at levels above applicable DTSC Screening Levels, modifications shall be made, as necessary, to the designed system to improve the efficacy in reducing vapor intrusion to below applicable screening levels.

2.2.3.3 Findings per CEQA Guidelines

Consistent with CEQA Guidelines Section 15126.4(a)(1), feasible measures that can minimize significant adverse impacts were developed for the potentially significant impacts described in Section 2.3.4.1. These feasible measures, MM-HAZ-1, MM-HAZ-2, and MM-HAZ-3 are listed in Section 2.2.3.2.

The City finds that these mitigation measures are feasible, are adopted, and will reduce the Project's potential impacts related to hazards and hazardous materials to less than significant levels. Accordingly, the City finds that, pursuant to CEQA Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in or incorporated into the Project that will mitigate or avoid potentially significant impacts related to hazards and hazardous materials.

2.2.3.4 Facts in Support of the Findings Related to Hazards and Hazardous Materials

The abatement of hazardous materials identified on the Project site would remove the potential for exposure of the public and the environment to accidental release of hazardous materials, as required by MM-HAZ-1. Construction and demolition activities would be completed in accordance with the Soils Management Plan, as required by MM-HAZ- 2, and vapor mitigation design features will be implemented in accordance with the DTSC Vapor Intrusion Mitigation Advisory for all future residential buildings and enclosed structures, required by MM-HAZ-3. Therefore, impacts related to routine transport, use or disposal of hazardous materials and foreseeable upset and accident conditions involving a release of hazardous materials to the environment would be mitigated to a less-than-significant level. All other impacts would be less than significant. There would be no significant, unavoidable impacts related to hazards and hazardous materials after implementation of these mitigation measures.

2.2.4 Transportation

2.2.4.1 Potentially Significant Impacts to Transportation

Inadequate Emergency Access.

Construction

Short-Term Site Access

Short-term adverse traffic and parking impacts could occur in the Project vicinity during construction of the Project. Additional trips generated by the truck deliveries and construction employees could affect traffic flow in the study area; construction activity could impact traffic near the Project site; and pedestrian traffic flow near the Project site could also be altered as a result of construction.

- Although the influx of equipment and materials to the Project site could create temporary adverse effects to the adjacent roadway, potential impacts associated with construction of the Project would be limited to those locations immediately adjacent to the Project site. Pedestrian access to the existing office buildings and bank uses on the Project site would be open, although temporary sidewalk closures around the portions of the Project site may be required in specific locations for limited time periods. To ensure adequate safeguards for pedestrian, bicycle and vehicular circulation and emergency vehicle access during short-term construction activities, Mitigation Measure (MM-) TRA-1 is required. MM-TRA-1 requires preparation of a Construction Traffic Control Plan to address pedestrian, bicycle, and vehicular circulation during construction activities. Implementation of MM-TRA-1 would reduce potential impacts related to emergency access to less than significant.

2.2.4.2 Mitigation Measures

MM-TRA-1 Prior to the issuance of demolition or grading permits, the Project applicant/developer shall develop and implement a City-approved Construction Traffic Control Plan. The Plan shall be prepared in accordance with applicable City guidelines and shall address the potential for construction-related vehicular traffic, as well as pedestrian and bicycle circulation disruption in the public right-of-way. The Plan shall describe safe detours and shall include protocols for implementing the following: temporary traffic controls (e.g., a flag person during heavy truck traffic for soil export) to maintain smooth pedestrian and traffic flow; dedicated on-site turn lanes for construction trucks and equipment leaving the site; scheduling of peak construction truck traffic that affects traffic flow on the arterial system to off-peak hours; consolidation of truck deliveries; and/or rerouting of construction trucks away from congested streets or sensitive receptors.

2.2.4.3 Findings per CEQA Guidelines

Consistent with CEQA Guidelines Section 15126.4(a)(1), a feasible measure that can minimize significant adverse impacts was developed for the potentially significant impacts described in Section 2.2.4.1. This feasible measure, MM-TRA-1, is listed in Section 2.2.4.2.

The City finds that this mitigation measure is feasible, is adopted, and will reduce the potential transportation-related impacts of the Project to less than significant levels. Accordingly, the City finds that, pursuant to CEQA Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in or incorporated into the Project that will mitigate or avoid potentially significant impacts related to transportation.

2.2.4.4 Facts in Support of the Findings Related to Transportation

With incorporation of MM-TRA-1, potential significant impacts related to short-term access to the Project site would be reduced to less than significant. All other potential environmental impacts to Transportation would be less than significant. There would be no significant, unavoidable impacts related to transportation after implementation of this mitigation measure.

2.2.5 Tribal Cultural Resources

2.2.5.1 Potentially Significant Impacts to Tribal Cultural Resources

Register of Historical Resources and Public Resource Code Section 5024.1

Visual observation of the current conditions within the proposed Project site indicate that all areas have been disturbed as a result of urban development. Neither the CHRIS records search nor the pedestrian survey was able to identify any archaeological resources within the Project site. Pursuant to California Assembly Bill (AB) 52 and Senate Bill (SB) 18, the City contacted the two NAHC Native American individuals and/or tribal organizations provided on August 13, 2021; the Gabrieleño Band of Mission Indians – Kizh Nation and the Gabrielino Tongva Tribe. No response was received from the Gabrielino Tongva Tribe.

Two consultation meetings were held between the City and the Gabrieleño Band of Mission Indians - Kizh Nation (Kizh Nation) by way of conference calls on September 28, 2021, and November 17, 2021. The Kizh Nation expressed concerns regarding the potential for inadvertent finds of unknown TCRs during excavation activities for the Project. However, no specific TCRs were identified by the Kizh Nation within or surrounding the Project site. The Kizh Nation provided further information and documentation regarding the Project area, and expressed concerns that construction ground disturbance and excavation associated with the Project may result in the inadvertent discovery of and impacts to an unknown TCR buried within the Project site. They also stated their particular concern if excavation is proposed within native soils. The City determined that the documents provided by the Kizh Nation do not substantiate the presence of a specific, known TCR that could be determined significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. Since no sufficient evidence was presented to determine that a known TCR exists within or near the Project site, no significance determination could be made based on importance to a California Native American tribe.

Consultation under AB 52 did not identify any specific, known TCRs within the Project site. However, because the proposed Project would involve excavations to a depth of up to 26 feet below ground surface, Project construction would involve some disturbance to native soils whether intact or previously disturbed. While no known archaeological and/or TCRs are located on the Project site, there remains some potential for a previously undiscovered resource to be encountered during excavation, particularly within native soils. In consideration of the information provided by the Kizh Nation during tribal consultation and in an abundance of caution, mitigation measures MM-TCR-1 through MM-TCR-3 have been incorporated to ensure anticipatory measures are taken in the event that unknown TCRs are inadvertently encountered during Project construction-related earthwork activities. Therefore, impacts to TCRs would be less than significant with mitigation incorporated.

MM-TCR-1 requires the project applicant to retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation ("Tribe" or "Kizh")prior to the commencement of any "ground-disturbing activity" for the Project. Upon discovery of any Kizh TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the Kizh recovers and retains all discovered Kizh TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes. MM-TCR- 2 requires compliance with Health and Safety Code Section 7050.5, in the event of any discoveries of human skeletal material. MM-TCR-3 sets forth the procedure to follow in the event any human skeletal remains are unearthed and determined to be Native American.

Cumulative Effects

Cumulative impacts on tribal cultural resources consider whether impacts of the proposed Project together with other related projects identified within the vicinity of the Project site, when taken as a whole, substantially diminish the number of such resources within the same or similar context or property type. There are no known tribal cultural resources on the Project site and the area is considered to be of low potential to contain unanticipated cultural or tribal cultural resources. No archaeological resources have been documented by the SCCIC within the Project site or a surrounding 0.5-mile records search area.

Other individual related projects occurring in the vicinity of the Project site would also be subject to the same requirements of CEQA as the proposed Project and any impacts to tribal cultural resources would be mitigated, as applicable. These determinations would be made on a case-by-case basis, and the effects of cumulative development on historical and archaeological resources would be mitigated to the extent feasible in accordance with CEQA and other applicable legal requirements. Therefore, impacts on TCRs would not be cumulatively considerable with mitigation incorporated as MM-TCR-1, MM-TCR-2, and MM-TCR-3.

2.2.5.2 Mitigation Measures

MM-TCR-1 The project applicant shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation ("Tribe" or "Kizh"). The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. "Ground-disturbing activity" refers to ground disturbance occurring from 1 foot above native soils and below, and it does not include movement of sediments after they have been initially disturbed or displaced by current Project-related construction.

A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs,

including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

On-site tribal monitoring shall conclude upon the earlier of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant or lead agency that all ground-disturbing activities as defined above and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant or lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

Upon discovery of any Kizh TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the Kizh recovers and retains all discovered Kizh TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes. The Tribe shall have up to 48 hours to recover and retain any discovered Kizh TCRs, after which time construction activities in the immediate vicinity of the discovery may continue.

MM-TCR-2 Native American human remains are defined in PRC 5097.98(d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

In accordance with Health and Safety Code Section 7050.5, any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

Consistent with California Public Resources Code section 5097.98(d)(2), any items associated with the human remains that are placed or buried with the Native American human remains are to be treated in the same manner as the remains, but do not by themselves constitute human remains.

Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.

Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

MM-TCR-3 If the Tribe is designated by the Native American Heritage Commission ("NAHC") as the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of

funerary objects with the deceased, and the ceremonial burning of human remains. Accordingly, if the Tribe is designated as the MLD for discovered human remains, the prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

If the Tribe is designated by the NAHC as the MLD, the following condition will apply: If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.

If the Tribe is designated by the NAHC as the MLD, the following condition will apply: In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will 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 should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.

If the Tribe is designated by the NAHC as the MLD, the following condition will apply: In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.

If the Tribe is designated by the NAHC as the MLD, the following condition will apply: Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. Where the Tribe is designated as the MLD, the site of reburial/ repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

If the Tribe is designated by the NAHC as the MLD, the following condition will apply: The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery and data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

2.2.5.3 Findings per CEQA Guidelines

Consistent with CEQA Guidelines Section 15126.4(a)(1), feasible measures that can minimize significant adverse impacts were developed for the potentially significant impacts described in Section 2.2.5.1. These feasible measures, MM-TCR-1, as well as MM-TCR-2 and MM-TCR-3, are listed in Section 2.2.5.2.

The City finds that these mitigation measures are feasible, are adopted, and will reduce the potential tribal cultural resource impacts of the Project to less than significant levels. Accordingly, the City finds that, pursuant to CEQA Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), changes or alterations have been required in or incorporated into the Project that will mitigate or avoid potentially significant impacts on tribal cultural resources.

2.2.5.4 Facts in Support of the Findings Related to Tribal Cultural Resources

The implementation of MM-TCR-1, MM-TCR-2, and MM-TCR-3 would reduce potential impacts to tribal resources to less-than-significant levels. There would be no significant, unavoidable impacts related to tribal cultural resources after implementation of these mitigation measures.

2.3 Impacts Determined to Be Less Than Significant

Based on the analysis contained in the EIR, the following issue areas have been determined to fall within the "less-than-significant impact" category for all thresholds: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use, Mineral Resources, Population and Housing, Public Services and Recreation, Transportation, Utilities and Service Systems, and Wildfire.

Other impacts for Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Transportation, and Tribal Cultural Resources not addressed below are addressed in Section 2.2.

2.3.1 Aesthetics

Scenic Vistas

The Project site is currently developed and located within a highly urbanized, relatively flat portion of the City, as such, immediate views of and from adjacent and nearby parcels are not particularly scenic. The County of Los Angeles General Plan does not identify any officially designated scenic vistas (County of Los Angeles 2014). Likewise, the City's General Plan does not identify any officially designated scenic vistas within City boundaries, although they do indicate that unobstructed views of the historic Santa Anita Park Racetrack and the San Gabriel Mountains are particularly important to the City's aesthetic character and should be favored for preservation (City of Arcadia 2010). The proposed Project would result in visual changes on the Project site due to increased intensity of use; however, these changes would not adversely affect a scenic vista. Due to the urban, developed character of the existing viewshed, the presence and proximity of existing developments, and existing topography in the area, the proposed Project would not have a substantial adverse impact to existing scenic vistas, designated or otherwise. The proposed Project is also located within a Transit Priority Area (TPA) and, as such, the proposed Project's impacts on aesthetics would not be considered significant impacts pursuant to PRC Section 21099(d). The Project would have no impact on any scenic views. No mitigation is required.

Scenic Resource Damage within a State Scenic Highway

The proposed Project is not within the immediate vicinity of a state designated scenic highway. According to Caltrans, the County of Los Angeles has two officially designated state scenic highways and 11 eligible scenic highways (Caltrans 2019). Route 2 and Route 27, the County of Los Angeles's two designated scenic highways, are 9 miles northwest and 30 miles west of the Project site, respectively. Caltrans classifies the I-210 as an Eligible State Scenic Highway, but not officially designated, where it traverses the City (Caltrans 2019), and portions of the highway are visible to the north and northeast from the upper floors of the existing 8-story office building. Likewise, the existing office building located on the Project site is visible from portions of the highway. However, because the I-210 has not been officially designated, this review is not obligated to consider any impacts to scenic resources within its viewshed, significant or otherwise. The proposed Project is within a TPA and, as such, the proposed Project's impacts on aesthetics would not be considered significant impacts pursuant to PRC Section 21099(d). The Project would have no impact on any scenic resources within a state scenic highway. No mitigation is required.

Regulations Governing Scenic Quality

California Public Resources Code Section 21071 defines an "urbanized area" as "(a) an incorporated city that meets either of the following criteria: (1) Has a population of at least 100,000 persons, or (2) Has a population of less than 100,000 persons if the population of that city and not more than two contiguous incorporated cities combined equals at least 100,000 persons." As further discussed in Section 4.11, Population and Housing, there were an estimated 56,681 residents in the City in 2020 (U.S. Census Bureau 2021). The Southern California Association of Governments (SCAG) forecasts 62,200 residents in the City by 2045 (SCAG 2020a). However, the City is adjacent to the City of Pasadena to the west. The combined population of the City of Arcadia and Pasadena is well over 100,000 persons.[1] Therefore, the following analysis considers whether the proposed Project would conflict with applicable zoning or other regulations governing scenic quality.

The City has adopted an update to the Design Guidelines for various development types, which was finalized in October 2019. The Commercial and Mixed-Use Design Guidelines provide direction to project applicants about site planning and building placement; public and private open spaces; pedestrian and vehicular access; and massing and scale. Other topics addressed include guidelines related to architectural style, awnings, rooflines, articulation, windows/doors, colors/materials, landscaping, equipment and service areas, site furnishing, lighting, and public art. The guidelines are intended as a reference point for a common understanding of the minimum qualitative design expectations within the City.

The Project site is located within the H Special Height Overlay Zone, specifically within the Zone H8 height district, which allows for a maximum development height of 96 feet. The seven-story structure would be constructed to 80 feet in height. As previously noted, the existing eight-story office building located on the west end of the Project site would remain intact. At a maximum height of seven stories, the proposed Project building would not exceed the height of the existing adjacent office building and is therefore consistent with existing structures in regard to building height. As noted above, the Project is also subject to Massing and Scale guidance included in the 2019 Commercial and Mixed-Use Design Guidelines document.

The Project includes a Paseo corridor area that would include new paving, lighting, trees, and plantings in order to provide an enhanced pedestrian experience that would link the existing buildings together with the new proposed Project building. The second Corridor Alleyway is an existing alley for vehicular travel, but the Project would provide

[1] The U.S. Census Bureau estimated that the residential population of Pasadena in 2019 was 141,029, resulting in a combined population of 198,968 (using 2019 population estimates) (U.S. Census 2021).

for pedestrian connectivity through the alley as well as signage for wayfinding and screen plantings or other artistic vertical screens at the parking garage. The third area includes street trees and new parkway plantings, as well as seating along Wheeler Avenue and Santa Clara Street. Lastly, the fourth, fifth, and sixth areas include the recreational amenities for the residents.

The Project proposes landscaping throughout the exterior ground level, the Level 3 north and south courtyards (further illustrated in Figure 3-3c, Level-3 and Levels-4/5/6), as well as the Level 7 roof deck. The landscape plan would include the planting of approximately 56 new ornamental trees with low to medium water requirements (including cork oak, yew pine, California sycamore, and Australian willow), approximately 7,848 square feet (sf) of shrubs and ground cover with low to medium water requirements (including various species of manzanita, Turkish sage, yellow yucca, and autumn moor grass), and the installation of approximately 2,015 sf of artificial turf.

The proposed Project would be consistent with the City's General Plan policies, Development Code, and Municipal Code Sections that pertain to the preservation of the aesthetic character of the City. The proposed Project would be in visual agreement with the land uses of the surrounding area and consistent with the City's land use and zoning designations. Furthermore, when compared to existing conditions, the proposed Project design would add architectural and landscape features that would improve the visual quality of the Project site and the surrounding Project area. The proposed Project's exterior aesthetic qualities include an updated mid-century modern look with clean lines, the integration of neutral colors and building materials, and a cohesive design scheme throughout the Project site. Finally, the proposed Project is within a TPA and, as such, the proposed Project's impacts on aesthetics would not be considered significant impacts pursuant to PRC Section 21099(d). For these reasons, the proposed Project would not conflict with applicable zoning and/or other regulations governing scenic quality, and impacts would be less than significant.

Lighting and Glare

Lighting is of most concern when it may spill over or trespass from a Project site onto sensitive surrounding land uses, such as residential properties, resulting in a potential nuisance. The proposed Project is located within the Downtown area and is surrounded by existing mixed use and/or commercial development. Existing sources of daytime and nighttime light include streetlights, business identification signs and lit windows from commercial and mixed-use residential developments. Given the urban nature of the site vicinity and existing sources of interior and exterior lighting and glare, any incremental increases from the proposed Project would be less than significant. Any lighting that would be implemented as part of the proposed Project would adhere to the City's Development Code, Section 9103.01.120, which establishes the standards for exterior lighting in the City. In summary, the standards require: lighting be shielded or recessed so that glare is contained within the property boundaries; lighting be directed downward away from adjoining properties; lighting must be appropriate in scale, intensity, and height; lighting cannot be blinking/flashing or have high-intensity brightness; and fixtures must be full-cutoff fixtures to avoid glare and up-light.

Similarly, extraneous glare associated with the use of highly reflective building materials (glass, steel, etc.) could result in nuisance to surrounding land uses. The proposed Project would include reflective building materials such as glass and steel; however, these materials would be utilized in a manner consistent with Development Code Section 9103.10.070, which requires that any proposed land use or activity producing glare be shielded so that glare is not perceptible beyond the property line. Additionally, the proposed Project is within a TPA and, therefore, the proposed Project's impacts on aesthetics would not be considered significant impacts pursuant to PRC Section 21099(d). As such, and in compliance with City regulations, the proposed Project would have a less than significant impact regarding the creation of a new source of substantial light or glare, which would adversely affect day or nighttime views in the area. For these reasons, the proposed Project would not result in significant impacts related to adverse effects on day or nighttime views, and impacts would be less than significant.

Cumulative Effects

Scenic Vistas/Scenic Quality

Despite being heavily built out, there are a number of scenic resources in the broader San Gabriel Valley as well as in the City itself, including mountains, foothills, ridgelines, parks, open spaces, and sports venues such as the local public golf courses and the historic Santa Anita Racetrack. The City General Plan cites unobstructed views of the Racetrack and the San Gabriel Mountains as important contributors to its aesthetic character (City of Arcadia 2010). However, due to the existing urban, developed character of the City, the proposed Project site, and surrounding Project site area, as well as the specific design protocols (Commercial and Mixed-Use Design Guidelines, 2019) applicable to the proposed Project, the Project would not have a substantial adverse effect on existing scenic views of the San Gabriel Mountains. The proposed Project site cannot be viewed from the Santa Anita Park Racetrack, nor can the racetrack be viewed from the Project site, and modest views of and from the northeast corner Arcadia County Park would not be further degraded due to existing obstructions form mature trees and other urban, commercial, and mixed-use development.

Due to the built-out nature of the City, cumulative projects within the surrounding Project area would be considered infill development. As these projects are implemented, a more dense and urban character would occur within the Downtown Core and broader Downtown area. Land use intensification at these sites would not substantially degrade the scenic quality of the viewshed. Further, these projects would be required to comply with the development standards of the City Arcadia Development Code that include setbacks and height limits and may similarly be subject to the City's Site Plan and Design Review.

The proposed Project would be consistent with applicable City goals and policies concerning scenic quality, and similar to the Project, future projects in the cumulative study area would be required to demonstrate compliance with applicable scenic quality regulations. If non-compliance with a particular regulation would result in a significant impact, mitigation would be required to reduce impacts to the extent feasible. Therefore, impacts would be less than significant, and the Project would not result in a cumulatively considerable impact related to scenic vistas or conflicts with scenic quality regulations. No mitigation is required.

Light or Glare

The existing urbanized Project setting supports numerous nighttime lighting sources and contains buildings and facilities constructed of potentially reflective materials, including metal paneling and glass. The Project would have the potential to result in an incremental increase in light associated with the new development. However, the surrounding area is largely developed in nature and located in an urban environment. Thus, it currently includes sources of interior and exterior lighting and glare, and any incremental increases from the proposed Project would be less than significant. In addition, any lighting that would be implemented as part of the proposed Project and cumulative projects would adhere to the City's Development Code, Section 9103.01.120, In summary, due to the existing urban conditions, and the less than significant impacts of the proposed Project, it would not result in a cumulatively considerable impact related to light and glare. No mitigation is required.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on aesthetics as it relates to scenic vistas, scenic resource damage within a state scenic highway, regulations governing scenic quality, lighting and glare, and cumulative aesthetic impacts; therefore, no mitigation is required and no significant, unavoidable adverse impacts would occur.

2.4.2 Agriculture and Forestry Resources

The Project site is located in an urban area on a site that is fully developed with buildings and asphalt paving and is designated Downtown Mixed Use (DMU) in the City's General Plan and is also zoned DMU. There are no existing agriculture or forestry activities on the site. No readily available opportunities for agricultural or forestry operations exist on site or in the surrounding area. According to the California Department of Conservation's California Important Farmland Finder, most of Los Angeles County, including the City of Arcadia, is not mapped as part of the state's Farmland Mapping and Monitoring Program; thus, the Project site does not contain Prime Farmland, Unique Farmland, or Farmland of State Importance (collectively "Important Farmland") (DOC 2020), nor does it contain any parcels under a Williamson Act contract (DOC 2018). Additionally, the Project site nor the surrounding area contain forestland or timberland. Therefore, impacts associated with agricultural and forestry resources would not occur.

Finding

Appendix B of the Notice of Preparation for the Project found no potential for significant impacts to agriculture and forestry resources; therefore, agriculture and forestry resources was not addressed in the Draft EIR. No mitigation would be required and no significant, unavoidable adverse impacts would occur.

2.4.3 Air Quality

Conflict with or obstruct implementation of the applicable air quality plan

The Project site is located within the South Coast Air Basin (SCAB) under the jurisdiction of the Southern California Air Quality Management District (SCAQMD), which is the local agency responsible for administration and enforcement of air quality regulations for the area. The SCAQMD administers the Air Quality Management Plan (AQMP) for the SCAB, which is a comprehensive document outlining an air pollution control program for attaining all state and federal air quality standards. The most recent adopted AQMP is the 2016 AQMP (SCAQMD 2017), which the SCAQMD Governing Board adopted in March 2017 (SCAQMD 2017).

The purpose of a consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and, thus, if it would interfere with the region's ability to comply with federal and state air quality standards. The SCAQMD has established criteria for determining consistency with the currently applicable AQMP in Chapter 12, Sections 12.2 and 12.3, in the SCAQMD CEQA Air Quality Handbook. The criteria are as follows (SCAQMD 1993):

- **Consistency Criterion No. 1:** The project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards of the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** The project will not exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Consistency Criterion No. 1

As discussed below, the proposed Project would not result in construction or operational criteria air pollutant emissions that would exceed the SCAQMD mass daily thresholds. Because it would not exceed the SCAQMD criteria air pollutant mass thresholds, the Project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, and thus, the proposed Project would not conflict with Consistency Criterion No. 1 of the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993).

Consistency Criterion No. 2

The second criterion regarding the proposed Project's potential to exceed the assumptions in the AQMP is primarily assessed by determining consistency between the proposed Project's land use designations and potential to generate population growth. In general, a project would be consistent with, and would not conflict with or obstruct implementation of, the AQMP if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the AQMP (per Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook). The SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by the Southern California Association of Governments (SCAG) for its RTP/SCS (SCAG 2016). SCAG bases its growth forecasts on general plans for cities and counties in the SCAB. The SCAQMD uses these growth forecasts for the development of the AQMP emissions inventory (SCAQMD 2017). The SCAG 2016 RTP/SCS, and associated Regional Growth Forecast, are generally consistent with the local plans; therefore, the 2016 AQMP is generally consistent with local government plans. Note that although the Connect SoCal (2020–2045 RTP/SCS) is the most recent RTP/SCS, the SCAQMD is still in the early stages of updating its AQMP (anticipated to be released in 2022). Therefore, the SCAG 2016 RTP/SCS and associated Regional Growth Forecast would be applicable in this analysis of the potential to conflict with the SCAQMD 2016 AQMP.

The City's General Plan identifies the site as Downtown Mixed Use. According to the City's General Plan, the Downtown Mixed-Use designation permits service and retail uses, commercial businesses, professional offices, and residential uses within the City's downtown. Therefore, the proposed Project is consistent with the General Plan land use designation for the Project site. The proposed Project would be consistent with downtown land uses and would be in compliance with the Land Use Element goals and policies of the City's General Plan. The zoning for the Project site is also Downtown Mixed Use, which permits the same use types as the Downtown Mixed Use land use designation. As such, the proposed Project would be consistent with the current zoning and land use designation. Accordingly, the project would meet Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook. Therefore, implementation of the project would not result in a conflict with, or obstruct implementation of, the applicable air quality plan (i.e., the 2016 AQMP).

The proposed Project would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or conflict with Consistency Criterion No. 1. In addition, implementation of the project would not exceed the demographic growth forecasts in the SCAG 2016 RTP/SCS; therefore, the project would also be consistent with the SCAQMD 2016 AQMP, which based future emission estimates on the SCAG 2016 RTP/SCS. Thus, the project would not conflict with Consistency Criterion No. 2. The project would not exceed the SCAQMD significance thresholds during construction or operations; therefore, impacts related to the project's potential to conflict with or obstruct implementation of the applicable air quality plan would be less than significant.

Cumulatively Considerable Net Increase of Criteria Pollutants

Construction Emissions

Construction of the proposed Project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (e.g., off-road construction equipment, soil disturbance, and VOC off-gassing) and off-site sources (e.g., on-road haul trucks, vendor trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and for dust, the prevailing weather conditions.

Criteria air pollutant emissions associated with temporary construction activity were quantified using CalEEMod. Construction emissions were calculated for the estimated worst-case day over the construction period associated

with each phase and reported as the maximum daily emissions estimated during the construction period spanning 2023 through 2025. Construction schedule assumptions, including phase type, duration, and sequencing, were based on information provided by the applicant and CalEEMod default values, and is intended to represent a reasonable scenario based on the best information available.

Implementation of the proposed Project would generate air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, architectural coatings, and asphalt pavement application. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM_{10} and $PM_{2.5}$ emissions. The proposed Project would be required to comply with SCAQMD Rule 403 to control dust emissions generated during the grading activities. Standard construction practices that would be employed to reduce fugitive dust emissions include watering of the active sites two times per day depending on weather conditions. Internal combustion engines used by construction equipment, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of VOCs, NO_x, CO, PM_{10}, and $PM_{2.5}$. The application of architectural coatings, such as exterior application/interior paint and other finishes, and application of asphalt pavement would also produce VOC emissions.

In compliance with SCAQMD rules, daily construction emissions would not exceed the SCAQMD significance thresholds for VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$ during construction in all construction years. Construction-generated emissions would be temporary and would not represent a long-term source of criteria air pollutant emissions. As such, impacts would be less than significant.

Operational Emissions

Operation of the proposed Project would generate VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$ emissions from mobile sources, including vehicle trips; area sources, including the use of consumer products, natural gas hearths, and landscape maintenance equipment; and energy sources. As discussed in Section 4.2.4, pollutant emissions associated with long-term operations were quantified using CalEEMod. Project-generated mobile source emissions were estimated in CalEEMod based on Project-specific trip rates. CalEEMod default values generated from Project-specific land use quantities were used to estimate emissions from area and energy sources for the proposed Project and the existing operational land uses that will cease operation and for which the facilities will be demolished as part of the proposed Project.

The Project's net combined daily area, energy, mobile, vehicle testing, and off-road emissions would not exceed the SCAQMD operational thresholds for VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$. Impacts associated with Project-generated operational criteria air pollutant emissions would be less than significant.

Air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SCAQMD. Cumulative PM_{10} and $PM_{2.5}$ emissions would be reduced because all future projects would be subject to SCAQMD Rule 403 (Fugitive Dust), which sets forth general and specific requirements for all construction sites in the SCAQMD. The maximum daily PM_{10} and $PM_{2.5}$ emissions would not exceed the significance thresholds during proposed Project construction activities. Fugitive dust, as well as vehicle and equipment exhaust, generated during Project construction would contribute to the SCAB's nonattainment designation for PM_{10} and $PM_{2.5}$; however, this contribution would not be considered cumulatively considerable.

With regard to operational cumulative impacts associated with nonattainment pollutants, in general, if a project is consistent with the community and/or general plans, it has been accounted for in the attainment demonstration

contained within the state implementation plan and would therefore not cause a cumulatively significant impact on the ambient air quality. As addressed above, the proposed Project would be consistent with the growth projections anticipated in SCAQMD's 2016 AQMP. Accordingly, the proposed Project would not result in a cumulatively considerable contribution to the nonattainment pollutants in the SCAB.

Based on the preceding considerations, the proposed Project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants, and impacts would be less than significant during construction and operation.

Expose Sensitive Receptors to Substantial Pollutant Concentrations

Localized Significance Threshold

Sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, the elderly, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993).

The closest off-site sensitive receptors to the proposed Project are single-family residences approximately 900 feet to the west and 650 to the south, as well as schools including: Excelsior School (41 West Santa Clara Street, Arcadia, CA 91007) approximately 630 feet to the west and Arroyo Pacific Academy (325 North Santa Anita Avenue, Arcadia, CA 91006) located approximately 655 feet to the north.

Construction activities associated with the proposed Project would result in temporary sources of on-site fugitive dust and construction equipment emissions. To account for onsite operation of vendor trucks, haul trucks, and worker vehicle trips a distance of 1,000 feet of on-site vehicle operation was included in the localized significance threshold (LST) analysis. Based on the LST construction activities would not generate emissions in excess of site-specific LSTs; therefore, site-specific impacts during construction and operation of the proposed Project would be less than significant.

Carbon Monoxide Hotspots

CO concentrations at congested intersections would not exceed the 1-hour or 8-hour CO CAAQS unless projected daily traffic would be at least over 100,000 vehicles per day. Because the Project would generate a net increase in 909 residents, it is not anticipated to increase daily traffic volumes at any study intersection to more than 100,000 vehicles per day. The proposed Project would be considered growth-accommodating rather than growth-inducing in that the proposed Project's 319 new residential units would accommodate 909 residents, which are anticipated to be a mix of current and future residents to the City. If all 909 residents would be new to the City, the Project would be within the overall population growth projections included in SCAG's Connect SoCal. In addition, the entire Project would be screened from a project-level vehicle miles traveled (VMT) analysis because the Project is in a Low VMT generating area within a TPA. Therefore, a VMT analysis is not required and impacts to VMT can be presumed to be less than significant. For these reasons, a CO hotspot is not anticipated to occur and associated impacts would be less than significant. In addition, due to continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing. Based on these considerations, the proposed Project would result in a less-than-significant impact to air quality with regard to potential CO hotspots

Health Impacts of Other Criteria Air Pollutants

Construction and operation of the proposed Project would result in emissions that would not exceed the SCAQMD thresholds for any criteria air pollutants, including NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$. Project-generated VOC emissions during short-term construction would result in the exceedances of the SCAQMD threshold but compliance with SCAQMD Rule 1113 would restrict the VOC content of coatings for construction applications.

VOCs and NO_x are precursors to O_3, for which SCAB is designated as nonattainment with respect to the NAAQS and CAAQS. The health effects associated with O_3 are generally associated with reduced lung function. The contribution of VOCs and NO_x to regional ambient O_3 concentrations is the result of complex photochemistry. The increases in O_3 concentrations in SCAB due to O_3 precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O_3 concentrations would also depend on the time of year that the VOC emissions would occur because exceedances of the O_3 ambient air quality standards tend to occur April through October when solar radiation is highest. The holistic effect of a single project's emissions of O_3 precursors is speculative due to the lack of quantitative methods to assess this impact. Nonetheless, the VOC and NO_x emissions associated with Project construction and operation could minimally contribute to regional O_3 concentrations and the associated health impacts. Because of the minimal contribution during construction and operation, health impacts would be considered less than significant.

Construction and operation of the proposed Project would also not exceed thresholds for PM_{10} or $PM_{2.5}$ and would not contribute to exceedances of the NAAQS and CAAQS for particulate matter or would obstruct SCAB from coming into attainment for these pollutants. The proposed Project would also not result in substantial DPM emissions during construction and operation, and therefore would not result in significant health effects related to DPM exposure. Additionally, the proposed Project would be required to comply with SCAQMD Rule 403, which limits the amount of fugitive dust generated during construction. Due to the minimal contribution of particulate matter during construction and operation, health impacts would be considered less than significant.

Construction and operation of the proposed Project would not contribute to exceedances of the NAAQS and CAAQS for NO_2. Health impacts that result from NO_2 and NO_x include respiratory irritation, which could be experienced by nearby receptors during the periods of heaviest use of off-road construction equipment. However, Project construction would be relatively short term, and off-road construction equipment would be operating at various portions of the site and would not be concentrated in one portion of the site at any one time. In addition, existing NO_2 concentrations in the area are well below the NAAQS and CAAQS standards. Construction and operation of the proposed Project would not create substantial, localized NO_x impacts. Therefore, potential health impacts associated with NO_2 and NO_x would be less than significant.

CO tends to be a localized impact associated with congested intersections. The associated potential for CO hotspots was discussed previously and is determined to be a less than significant impact. Thus, the proposed Project's CO emissions would not contribute to significant health effects associated with this pollutant.

In summary, construction and operation of the proposed Project would not result in exceedances of the SCAQMD significance thresholds for criteria pollutants and potential health impacts associated with criteria air pollutants would be less than significant.

Health Impacts of Toxic Air Contaminants

Project construction activities would result in a Residential Maximum Individual Cancer Risk of 9.52 in 1 million, which is less than the significance threshold of 10 in 1 million. Project construction would result in a Residential Chronic Hazard Index of 0.005, which is below the 1.0 significance threshold. Impacts would be less than significant.

Other Emissions

Construction Impacts

Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the proposed Project. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment, architectural coatings, and asphalt pavement application. Such odors would disperse rapidly from the Project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors during construction would be less than significant.

Operational Impacts

Land uses and industrial operations that typically are associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding facilities (SCAQMD 1993). The proposed Project does not propose the aforementioned odor-generating land uses during the operational phase of the proposed Project. Furthermore, the proposed Project would comply with SCAQMD Rule 402, Nuisance, which prohibits the release of odors which may cause annoyance to a considerable number of persons, as well as other SCAQMD rules related to odor generation from restaurant activities. Therefore, the potential for the proposed Project to generate an odor impact is considered less than significant.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on air quality as it relates to criteria pollutants, sensitive receptors, and other emissions; therefore, no mitigation is required and no significant, unavoidable adverse impacts would occur.

2.3.4 Biological Resources

Under the existing conditions, the Project site is almost entirely developed with paved surfaces and buildings. A limited amount of landscaped areas is located within the Project site and along the public rights-of-way, consisting of small areas of ornamental trees, shrubs, and turf. This vegetation is ornamental in nature, entirely surrounded by urban development, and does not form a cohesive plant community that would provide quality suitable habitat for candidate, sensitive or special status wildlife species, or would support wildlife movement. No wetlands or other jurisdiction waters are within the Project site (USFWS 2020). Further, all development activities would be required to comply with all applicable requirements set forth by the City, including the City's street tree regulations. All development activities are subject to the requirement to protect nesting birds, in compliance with the Migratory Bird Treaty Act, which prohibits the accidental or "incidental" taking or killing of migratory birds (USC 2021). Therefore, impacts associated with biological resources would not occur.

Finding

Appendix B of the Notice of Preparation for the Project found no potential for significant impacts to biological resources; therefore, biological resources were not addressed in the Draft EIR. No mitigation would be required, and no significant, unavoidable adverse impacts would occur.

2.4.5 Cultural Resources

Historical Resources

Three properties within the proposed Project site are developed with built environment resources over 45 years old and were identified as requiring recordation and evaluation for historical significance: 150 N Santa Anita Avenue (APN 5773-006-036), 31-33 Wheeler Avenue (APN 5773-006-005), and 25 Wheeler Avenue (APN 5773-006-004). One property immediately adjacent to the Project site, 100 N Santa Anita Avenue (APN 5773-006-029), was identified as a built environment resource that is over 45 years old. This property was identified as requiring recordation and evaluation for historical significance.

NRHP/CRHR Statement of Significance

Criterion A/1: That are associated with events that have made a significant contribution to the broad patterns of our history.

Archival research indicated that the buildings under evaluation within or immediately adjacent to the Project site were constructed between 1959 and 1972, however, none of these buildings are associated with historical events that have made a significant contribution to the broad patterns of our history. The 150 North Santa Anita Avenue property seems to have been the culmination of years-long planning efforts to redevelop the portion of Santa Anita Avenue north of Huntington Drive's downtown commercial corridor into Towne Center. Despite the long planning period, 150 N Santa Anita Avenue does not appear to have shaped the broader patterns of development of the City of Arcadia or had any effect on the development of the downtown commercial corridor, which was full developed by the 1950s. The 25 and 31-33 Wheeler Avenue properties appear related to the general trend of post-World War II commercial growth in Arcadia. While specific associations must be considered, research did not reveal any reason to believe the Wheeler Avenue properties' specific associations with commercial growth were significant. In addition, while the 100 North Santa Anita Avenue property—adjacent to the Project site —was designed in a Tudor Revival style, association with a trend or style is not sufficient for historic significance. Therefore, the properties within and/or adjacent to the Project site do not appear eligible under NRHP Criterion A, CRHR Criterion 1, or City of Arcadia Historic Landmark Criterion 1.

Criterion B/2: That are associated with the lives of persons significant in our past.

To be found eligible under Criterion B/2, one or more of the properties must be directly tied to an important person and the place where that individual conducted or produced the work for which he or she is known. Archival research indicates that the 31-33 Wheeler Avenue was first owned by Thomas Cosentino, and subsequently by numerous owners and occupants for short periods. Archival research did not provide any evidence that Cosentino, subsequent occupants, or any person(s) associated any of the evaluated properties, were known to be historically important figures at the national, state, or local level. Due to a lack of identified significant associations with important persons in history, the properties under evaluation on and adjacent to the Project site do not appear eligible under NRHP Criterion B, CRHR Criterion 2, or City of Arcadia Historic Landmark Criterion 2.

Criterion C/3: That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

Considered as individual parts and as a whole, the evaluated properties on and adjacent to the Project site do not appear to be excellent examples of any of the styles represented, including Corporate Modern, Mid-Century Modern, and/or Tudor Revival, nor do these properties appear to be unique examples of a style or property type, period, or method of construction within Arcadia or to the surrounding communities. No information about the named architects of 150 North Santa Anita Avenue, Fleming & Fryer of Newport Beach or William J. Fleming, was revealed to indicate the buildings are the work of master architects. Similar conclusions were reached about architects Jack Hale (31–33 Wheeler Avenue) and Willis K. Hutchison & Associates (100 North Satna Anita Avenue). No information about the architects or builders of 25 Wheeler Avenue were available from historical permits, newspapers or other methods of archival research. The buildings also do not possess high artistic value. In consideration of the final component of Criterion C/3, the properties do not appear to contribute to a potential historic district. There is no visual cohesion or shared development history due to varying construction dates, more recent development, or nearby development of a different character. Therefore, the properties under evaluation on and adjacent to the Project site do not appear eligible under NRHP Criterion C, CRHR Criterion 3, or City of Arcadia Historic Landmark Criterion 3.

Criterion D/4: That have yielded, or may be likely to yield, information important in prehistory or history.

The properties under evaluation on and adjacent to the Project site are not significant under Criterion D of the NRHP or Criterion 4 of the CRHR as a source, or likely source, of important historical information nor do they appear likely to yield important information about historic construction methods, materials, or technologies.

Integrity Discussion

To be eligible for listing in the National Register, properties must retain their physical integrity from the period in which they gained significance. In the case of architecturally significant properties, the period of significance is normally the date of construction. For historically significant properties, the length of the historic associations usually measures the period of significance. As none of the evaluated properties are significant under any National Register criterion, they do not have a period of significance and the integrity of the buildings does not require examination. It is worth noting, however, that the properties do retain certain aspects of integrity, including location, design and feeling. The buildings have never moved from their original locations and have had very few alterations, notable changes or modifications to their original overall form, plan, space, structure, and style. They also appear to have retained much of their original materials, and for several buildings, the workmanship of the original builders is visible. To a certain extent, the buildings are still able to convey a sense of the time periods in which they were built. However, the buildings lack important historical associations and have experienced substantial changes to their setting over time as the area along Santa Anita Avenue underwent a modest infill and revitalization in the late 1990s through the 2000s, leading to the demolition of several surrounding commercial and industrial properties and replacing them with modern commercial retail stores or parking structures. In summary, the properties do not retain the requisite integrity for designation, and do not rise to the level of significance required for designation at the national, state, or local levels.

Summary of Findings

No cultural resources were identified within or adjacent to the Project site as a result of the CHRIS records search, NAHC SLF search, extensive archival research, field survey, and property significance evaluation. Neither the 150 N Santa Anita Avenue (APN 5773-006-036), 31-33 Wheeler Avenue (APN 5773-006-005), or 25 Wheeler Avenue (APN 5773-006-004) Project site properties, nor the adjacent 100 North Santa Anita Avenue (APN 5773-006-029) property appear eligible for NRHP, CRHR, or City designation due to a lack of significant historical associations, architectural merit, and physical integrity. Therefore, the properties are not considered historical resources for the purposes of CEQA. Further, no potential indirect impacts to historical resources were identified. The Project would not cause a substantial adverse change in the significance of a historical resource, or otherwise result in a direct impact to a historical resource. No other adjacent resources were identified as a result of the records search or survey that could be indirectly impacted by the proposed Project. Therefore, the Project would have a less-than-significant impact on historical resources. No mitigation is required.

Disturbance of Human Remains

No prehistoric or historic burials were identified within the Project site as a result of the CHRIS records search. However, in the unexpected event that human remains are found, those remains would require proper treatment, in accordance with applicable laws. Procedures of conduct following the discovery of human remains on non-federal lands are mandated by California Health and Safety Code §7050.5, PRC §5097.98 and the California Code of Regulations (CCR) §15064.5(e). According to the provisions in CEQA, should human remains be encountered, all work in the immediate vicinity of the burial must cease, and any necessary steps to ensure the integrity of the immediate area must be taken. The Los Angeles County Coroner must then be immediately notified. The Coroner determines whether the remains are Native American. If the Coroner determines the remains are Native American, the Coroner has 24 hours to notify the NAHC, who will, in turn, notify the person they identify as the most likely descendent (MLD) of any human remains. Further actions are determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC. Compliance with these existing regulations would ensure that impacts to human remains resulting from the proposed Project would be less than significant. No mitigation is required.

Cumulative Effects

The CHRIS records search was completed by staff at the SCCIC on May 4, 2021. The records search identified seventeen (17) previously conducted cultural resources technical investigations within the records search area. Four of these previous investigations overlap the entirety of the proposed Project site and no cultural resources were identified within the proposed Project site as a result of the overlapping studies. Additionally, the SCCIC records indicate that sixty-three (63) previously recorded cultural resources were identified within the proposed Project's 0.5-mile buffer. These resources include one historic-era archaeological site and sixty-two (62) historic built environment resources. None of these resources are within or adjacent to the proposed Project site. As there are no known historical or archaeological resources on the Project site, the Project site is not part of an existing or known grouping or district of historical or archaeological resources that would be impacted as part of the cumulative impacts of other projects.

The proposed Project was determined to have less-than-significant direct impacts on human remains. Existing regulations are adequate to address the potential for impacts due to the inadvertent discovery of human remains

on the Project site. Other individual projects occurring in the vicinity of the Project site would also be subject to the same state requirements to contact appropriate agencies and coordinate with the County Coroner. Therefore, the proposed Project would not result in any cumulatively considerable impacts related to human remains.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on cultural resources as it relates to historical resources and disturbance of human remains, therefore, no mitigation is required and no significant, unavoidable adverse impacts would occur.

2.3.6 Energy

Wasteful, Inefficient, or Unnecessary Consumption of Energy

Electricity

Construction

Temporary electric power for lighting, heating/cooling, and electronic equipment, such as computers inside temporary construction trailers, as well as lighting for construction activities, would be required during short-term construction activities. The electricity demand at any given time would vary throughout the construction period based on the construction activities being performed and would cease upon completion of construction. When not in use, electric equipment would be powered off so as to avoid unnecessary energy consumption. All sources of electricity would be from existing power lines that serve the site and no new infrastructure would be required. There is nothing unusual about construction of the proposed Project that would result in a wasteful, inefficient, and unnecessary use of electrical energy. The electricity used for construction activities would be temporary and would have a negligible contribution to the proposed Project's overall energy consumption. Impacts to electricity during construction would be less than significant, and no mitigation is required.

Operations

The operational phase would require electricity for multiple purposes including building heating and cooling, lighting, appliances, electronics, and water and wastewater conveyance. As discussed in Section 4.2 under Approach and Methodology (Operational Emissions), CalEEMod default values for electricity consumption for the proposed Project's land uses were utilized which account for compliance with the 2019 Title 24 standards. The project includes 100-kW on-site solar system included in the CalEEMod analysis.

Buildout of the proposed Project is estimated to have a total electrical demand of 3,225,503kWh per year (or 3.32 million kWh per year) for proposed Project usage without netting out the existing land use electrical use. This estimate, therefore, is a conservative estimate of additional operational electricity demand because it does not reduce electricity estimates for buildings that will be demolished. The County's annual electricity use was approximately 20 billion kWh in 2019. Therefore, the proposed Project's electrical consumption would be a small percentage (0.016%) of the County's current annual use. Southern California Edison (SCE) forecasts that its total energy consumption in 2026 (the Project buildout year) will be approximately 120,000 gigawatt hours of electricity (CEC 2018). Based on the Project's estimated electrical consumption of 3,225,503 kWh/year, the Project's increase in electricity would account for approximately 0.0027% of SCE's total projected consumption during 2026 for the Project's buildout year.[2]

[2] Project's consumption (3.226 gigawatt hours) divided by SCE's projected consumption (120,000 gigawatt hours).

In addition, the proposed Project would be built in accordance with the current Building Energy Efficiency Standards (Title 24) at the time of construction, which include robust requirements for energy efficiency. Also, the provisions of the CALGreen code apply to the planning, design, operation, construction, use and occupancy of every newly constructed building or structure. In mixed occupancy buildings, such as the proposed Project, each portion of a building must comply with the specific green building measures applicable to each specific occupancy. The project would also include a 100-kW onsite solar system. Therefore, due to the inherent increase in efficiency of building code regulations, the proposed Project would not result in a wasteful, inefficient, or unnecessary use of energy. Impacts related to operational electricity use would be less than significant.

Natural Gas

Construction

Natural gas is not anticipated to be required during construction of the proposed Project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the "petroleum" subsection. Any minor amounts of natural gas that may be consumed as a result of proposed Project construction would be substantially less than that required for proposed Project's operation and would have a negligible contribution to the proposed Project's overall energy consumption.

Operations

Natural gas consumption during proposed Project operation would be required for various purposes, including building heating and cooling. Default natural gas generation rates in CalEEMod for the proposed Project were utilized which account for compliance with the 2019 Title 24 standards. The proposed Project would consume approximately 4,614,782 kBTU per year without netting out the existing land use natural gas consumption. Therefore, the consumption estimate is conservative because it does not account for buildings that would be demolished. As previously discussed, the County annual natural gas consumption is estimated to be 3 billion therms per year. Therefore, the proposed Project's estimated increase in natural gas consumption of 4,614,782 kBTU (or 46,148 therms) per year would be a small percentage (0.0015%) of SoCalGas' annual supply to County customers. In addition, the proposed Project is subject to statewide mandatory energy requirements as outlined in Title 24, Part 6, of the California Code of Regulations. Title 24, Part 11, contains energy measures that are applicable to the proposed Project. The proposed Project would be required to meet Title 24 requirements applicable at that time, as required by state regulations through the plan review process. Therefore, due to the inherent increase in efficiency of building code regulations, the proposed Project would not result in a wasteful, inefficient, or unnecessary use of natural gas. Impacts related to operational natural gas use would be less than significant.

Petroleum

Construction

Petroleum would be consumed throughout construction of the proposed Project. Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction, and VMT associated with the transportation of construction materials and construction worker commutes would also result in petroleum consumption. Heavy-duty construction equipment associated with construction activities, vendor trucks, and haul trucks would rely on diesel fuel. Construction workers would travel to and from the Project site throughout the duration of construction. It was assumed that construction workers would travel in gasoline-powered vehicles.

Heavy-duty construction equipment of various types would be used during construction. CalEEMod was used to estimate construction equipment usage. Based on that analysis, diesel-fueled construction equipment would operate for an estimated 32,759 hours. Fuel consumption from construction equipment was estimated by converting the total CO_2 emissions from each construction phase to gallons using conversion factors for CO_2 to gallons of gasoline or diesel. The conversion factor for gasoline is 8.78 kilograms per metric ton CO_2 per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO_2 per gallon (The Climate Registry 2020).

The proposed Project is estimated to consume approximately 187,433 gallons of petroleum during the construction phase. For disclosure, by comparison, approximately 60 billion gallons of petroleum would be consumed in California over the course of the proposed Project's construction phase (26 months), based on the California daily petroleum consumption estimate of approximately 75.6 million gallons per day (EIA 2021c). Thus, the total expected petroleum use from the proposed Project's construction represents approximately 0.0003% of California's consumption of petroleum over the construction duration. In accordance CARB's Airborne Toxics Control Measure, the proposed Project would be required to restrict heavy-duty diesel vehicle idling time to 5 minutes, which would reduce petroleum usage. Overall, because petroleum use during construction would be temporary, and would not be wasteful or inefficient, impacts would be less than significant.

Operations

Mobile sources from buildout of the proposed Project would result in approximately 210,119 gallons of petroleum fuel usage per year. For disclosure, by comparison, California as a whole consumes approximately 27.6 billion gallons of petroleum per year (EIA 2021c).

Over the lifetime of the proposed Project, the fuel efficiency of vehicles is expected to increase. As such, the amount of petroleum consumed as a result of vehicular trips to and from the Project site during operation would decrease over time. There are numerous regulations in place that require and encourage increased fuel efficiency. For example, CARB has adopted an approach to passenger vehicles that combines the control of smog-causing pollutants and GHG emissions into a single, coordinated package of standards. The approach also includes efforts to support and accelerate the number of plug-in hybrids and zero-emissions vehicles in California (CARB 2011). As such, operation of the proposed Project is expected to use decreasing amounts of petroleum over time due to advances in vehicle fuel economy standards.

In summary, the proposed Project would increase petroleum use during operation, but due to efficiency increases the amount of petroleum consumed would diminish over time. Petroleum consumption associated with the proposed Project would not be considered inefficient or wasteful and would result in a less than significant impact.

Conflict or Obstruct Plan for Renewable Energy

The proposed Project would comply with all applicable regulatory requirements including Title 24 of the California Code of Regulations contains energy efficiency standards for residential and nonresidential buildings based on a state mandate to reduce California's energy demand. Specifically, Title 24 addresses a number of energy efficiency measures that impact energy used for lighting, water heating, heating, and air conditioning, including the energy impact of the building envelope such as windows, doors, wall/floor/ceiling assemblies, and roofs. Part 6 of Title 24 specifically establishes energy efficiency standards for residential and nonresidential buildings constructed in the State of California in order to reduce energy demand and consumption. Part 11 of Title 24 also includes the CALGreen standards, which established mandatory minimum environmental performance standards for new construction projects. The proposed Project would comply with Title 24, Part 6 and Part 11, per state regulations.

Additionally, the proposed Project would receive electricity from SCE, which has the mandate to comply with SB 100. This policy requires that eligible renewable energy resources and zero-carbon resources supply 100% of the retail sales of electricity to California by 2045, and that the zero-carbon electricity resources do not increase the carbon emissions elsewhere in the western grid and that the achievement not be achieved through resource shuffling. Thus, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; therefore, impacts during construction and operation of the proposed Project would be less than significant.

Cumulative Effects

The proposed Project and additional forecasted growth in SCE's service area and SoCalGas' service area would cumulatively increase the demand for electricity and natural gas supplies and infrastructure capacity. Although the proposed Project would result in the use of renewable and non-renewable resources during construction and operation, which could limit future availability of non-renewable energy sources, the use of such resources would be on a relatively small scale, would be reduced by measures making the Project more energy-efficient, and would be consistent with growth expectations for the service areas. Furthermore, as with the Project, during construction and operation, other future development projects would be expected to incorporate energy conservation features, comply with applicable regulations including CALGreen and state energy standards under Title 24, and incorporate mitigation measures, as necessary.

Furthermore, as described above, the proposed Project would be consistent with the energy efficiency policies emphasized by the 2020 RTP/SCS. Since the Project is consistent with the Connect SoCal (2020 RTP/SCS), its contribution to cumulative impacts related to wasteful, inefficient, and unnecessary use of transportation fuel would not be cumulatively considerable and, thus, would be less than significant.

As such, the Project's contribution to cumulative impacts related to wasteful, inefficient and unnecessary use of electricity would not be cumulatively considerable and, thus, would be less than significant.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on energy as it relates to consumption of energy, conflict or obstruction of a plan for renewable energy, and cumulative impacts to energy, therefore, no mitigation is required and no significant, unavoidable adverse impacts would occur.

2.3.7 Geology and Soils

Expose People or Structures to Fault Rupture

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known faults traverse the Project site (CGS 2021). According to the Geotechnical Investigation, the closest such zone is located along the Raymond Fault, located approximately 0.6 miles to the northwest of the Project site (Figure 4.5-2). Therefore, the Project site would not be subject to rupture of a known earthquake fault because no faults traverse the site. Furthermore, the Project site would not directly or indirectly cause or exacerbate existing fault rupture risks from the construction of new buildings and associated infrastructure on the Project site because no Project-related activities would occur within the Raymond Fault zone. Therefore, no impact related to surface rupture of a known earthquake fault would occur.

Expose People or Structures to Strong Seismic Ground Shaking

The Project site is located in the seismically active region of Southern California. The Raymond Fault and the Sierra Madre Fault have been mapped in the vicinity of the Project site. These faults, as well as numerous other regional faults (e.g., Puente Hills Thrust Fault, Santa Monica Fault, Verdugo Fault, Whittier Fault, San Fernando, and San Andreas Fault), are capable of producing moderate to large earthquakes that could cause substantial ground shaking at the Project site. The severity of ground shaking would depend on the magnitude of the earthquake, the distance to the Project site, duration of shaking and on-site geologic conditions. Ground shaking could lead to substantive damage to structures and infrastructure, personal injury and death, utility service disruption, fire, explosion, and hazardous material spills, if not engineered appropriately.

The soils underlying the Project site fall within the characteristics of Class D (i.e., "Stiff Soil" profile), as defined in Chapter 20 of the American Society of Civil Engineers (ASCE) 7-10. This information was used to calculate the anticipated ground motions on the Project site, using the U.S. Geological Survey U.S. Seismic Design Maps tool (Appendix D-1). According to the Geotechnical Investigation, the site has the potential to experience ground accelerations of 0.939g, which is substantive and capable of causing significant damage if not designed appropriately. The Geotechnical Investigation prepared for the Project provides the seismic parameters to be used in the structural design of the Project, based on the materials encountered subsurface exploration at the site and provides for preliminary design measures that are consistent with CBC building code requirements. The CBC provides procedures for earthquake-resistant structural design that includes considerations for on-site soil conditions, occupancy, and the configuration of the structure, including the structural system and height. Although substantial damage to structures may be unavoidable during large earthquakes, the proposed structures would be designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage, and loss of life.

The 2019 edition of the CBC is based on the 2018 International Building Code, and all construction must be conducted in compliance with the latest version of the CBC. Chapters 16 and 16A of the 2019 CBC include structural design requirements governing seismically resistant construction, including factors and coefficients used to establish seismic site class and seismic occupancy category for the soil/rock at the building location and the proposed building design.

Project construction would be completed in accordance with the CBC. As with all development within the City, development within the Project site would be required to comply with the seismic safety requirements of the CBC. The CBC provides procedures for earthquake resistant structural design that includes considerations for onsite soil conditions, occupancy, and the configuration of the structure, including the structural system and height. Standards provided in CBC Section 1803 also require preparation of a geotechnical evaluation and that all recommendations set forth in a final site-specific design-level geotechnical report – which would be based on the preliminary Geotechnical Investigation that was prepared for the Project – be incorporated into all applicable phases of Project excavation, grading and construction. Therefore, upon compliance with the CBC and City policies aimed at minimizing geologic hazards, including CBC Section 1803, requiring the incorporation of recommendations set forth in the final design-level site-specific geotechnical investigation, the Project site would not directly or indirectly cause substantial adverse effects involving strong seismic ground shaking, and impacts would be less than significant.

Expose People or Structures to Liquefaction

According to the Geotechnical Investigation, the historical high groundwater levels for the general area have been interpreted at 100–150 feet below the ground surface in the vicinity of the Project site, and the potential

for liquefaction to occur beneath the Project site is considered to be very low. The site is not located within a mapped California Geologic Survey liquefaction hazard zone (Appendix D-1, CGS 2021). As such, seismic-related ground failure due to liquefaction would not be expected to occur on the Project site and impacts would be less than significant.

Expose People or Structures to Landslides

The Project site is not located within an earthquake-induced landslide zone. Because the Project site is not located within an area identified by the California Geological Survey (CGS) as having potential for seismic slope instability, geologic hazards associated with landsliding are not anticipated at the site (Appendix D-1). Additionally, the Project would not exacerbate the potential for on- or off-site landslides. As such, implementation of the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Impacts would be less than significant.

Soil Erosion or Loss of Topsoil

Construction

The Project site is not located in a hillside development area or agricultural zone that could be susceptible to eroding soils or the loss of topsoil due to site development. The Project site is currently fully developed and paved, with negligible amounts of soil exposed in areas of ornamental landscaping.

Project construction would entail demolition and grading of portions of the Project site as well as excavations for the subterranean parking structure, followed by construction of the foundation and proposed structures. The Project site has the potential for collapsible soils and would require removal and recompaction of any previously disturbed and/or artificial fill soils. As recommended in the Geotechnical Investigation, the fills underlying the Project site would be removed and replaced with compacted fill (Appendix D-1). These construction activities could result in temporary, short-term impacts related to a potential for erosion and loss of topsoil during the development of the Project site.

As previously discussed, Chapter 8 of the AMC requires that all grading plans and permits must comply with the provisions of the NPDES General Construction Permit and implement erosion control BMPs before grading begins to prevent erosion and loss of topsoil from the site. Prior to the start of construction activities, the Contractor is required to file a Permit Registration Document with the State Water Resources Control Board (SWRCB) in order to obtain coverage under the NPDES General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities (Order No 2009-009-DWQ as amended by 2010-0014-DWQ and 2012-0006-DWQ, NPDES No. CAS000002). No grading permit would be issued unless the plans for such work include a SWPPP with details of BMPs which include erosion control measures to minimize the transport of sediment and protect public and private property from the effects of erosion. The required SWPPP would establish site-specific erosion and sediment control BMPs for all construction activities. Typical examples of erosion-related construction BMPs include the following:

- Silt fences and/or fiber rolls installed along with the limits of work and/or the Project construction site
- Stockpile containment and exposed soil stabilization structures (e.g., Visqueen plastic sheeting, fiber rolls, gravel bags and/or hydroseed)
- Runoff control devices (e.g., fiber rolls, gravel bag barriers/chevrons, etc.) used during construction phases conducted during the rainy season

- Wind erosion (dust) controls
- Tracking controls at the site entrance, including regular street sweeping and tire washes for equipment
- Regular inspections and maintenance of BMPs

These BMPs would be refined and/or added to as necessary by a qualified SWPPP professional to meet the performance standards in the Construction General Permit. Compliance with the Construction General Permit would ensure that soil erosion would be minimized.

Although the Project would require excavation of soils related to construction of the subterranean parking structure and related to removal and recompaction of collapsible soils, this would not result in a substantial loss of topsoil. The Project site is currently developed and paved and does not contain native topsoil, with the exception of minimal landscaped areas adjacent to surface parking lots and buildings. The Project site is not used, and is not zoned for, agricultural uses or other activities that require the use of topsoil. Therefore, with compliance of the NPDES General Construction Permit, potential impacts associated with soil erosion and/or loss of topsoil would be less than significant.

Operations

Long-term operation of the Project would not result in substantial soil erosion or loss of topsoil as the majority of the Project site would be covered by the structures and paving, while the remaining portions of the site would be covered with irrigated landscaping. No exposed areas subject to erosion would be created or affected by the Project. In addition, the majority of the area surrounding the Project site is completely developed and would not be susceptible to indirect erosional processes (e.g., uncontrolled runoff) caused by the Project. With the implementation of applicable construction BMPs that also include post-construction requirements, impacts related to erosion or loss of topsoil would be less than significant.

Located on or Would Cause Unstable Soil

Landslides

As previously discussed, the Project site is relatively level and the topography in the site vicinity slopes slightly downward toward the south (Appendix D-1). The State of California (CGS 2018) and the City of Arcadia (2010) indicate that the site is not located within a zone of required investigation for earthquake-induced landslides. There are no known landslides near the site, nor is the site in the path of any known or potential landslides. Therefore, the potential for slope stability hazards to adversely impact the site is considered low. Because the Project site is not located within an area identified by the CGS as having potential for seismic slope instability, geologic hazards associated with landsliding are not anticipated at the site (Appendix D-1). No impacts would occur.

Liquefaction/Lateral Spreading

According to the State of California (CGS 2017) and the City of Arcadia (2010) the site is not located in an area potentially susceptible to liquefaction or lateral spreading. Potential impacts concerning liquefaction are evaluated above. Lateral spreading is the finite, lateral movement of gently sloping, saturated soil deposits caused by earthquake-induced liquefaction. Impacts associated with lateral spreading would be similar to those associated with liquefaction and would therefore be less than significant.

Subsidence

According to the Geotechnical Investigation, the existing artificial fill and any unsuitable, soft alluvial soils onsite are considered suitable for reuse provided they are compacted to meet current building code requirements (Appendix D-1). Volumetric changes in earth quantities would occur if excavated onsite soil materials were to be replaced with properly compacted fill. In accordance with the CBC Section 1804A, the compacted fill shall comply with the provisions of an approved final design level geotechnical report, which is also in accordance with CBC Section 1803, as discussed above. The proposed Project would be required to meet the most recent building safety criteria and construction design recommendations of the site-specific final design level geotechnical report that would be prepared for the proposed Project. As such, impacts related to subsidence would be less than significant.

Collapsible Soils

As previously stated, the preliminary geotechnical investigation indicated that artificial fill soils in the upper 4 feet exhibit collapsible potential upon wetting. If such materials are left in the current condition, excessive settlement of structures and site improvements could result due to the weight of new foundations and the introduction of water from rain or irrigation. Excessive settlement from such materials could be prevented through excavation and recompacted, as recommended by the preliminary geotechnical investigation. Materials anticipated to exhibit this condition consist of the artificial fill soils and any encountered soft alluvial soils. Soils below the collapsible soil zone are anticipated to exhibit low compressibility characteristics in their current state (Appendix D-1).

The preliminary geotechnical investigation concluded that after appropriate site preparations (e.g., removal and recompaction of artificial fills) total settlement of foundations would be less than about 1.25 inch and bearing pressure is limited to about 4,000 pounds per square foot. Associated differential settlement should be less than 0.75 inches over 20 feet. Such settlement is anticipated to be tolerable for the proposed development.

A final design-level geotechnical investigation report is required in accordance with the CBC. As previously discussed, the CBC, 2019 edition, including Appendix J, issuing grading requirements, is adopted by reference pursuant to Section 8110 of the AMC (City of Arcadia 2021a). In accordance with Section 1803 of the CBC, a geotechnical investigation is required to include soil testing, laboratory testing or engineering calculations to evaluate soil types, soil expansion, depth of groundwater, deep foundations, rock strata, excavation, compacted fill, soil strength, seismic design criteria and other soil characteristics that need to be considered in the structural design and construction of buildings and infrastructure. Geotechnical investigations must be prepared by registered professionals (i.e., California Registered Civil Engineer or Certified Engineering Geologist). Recommendations from geotechnical investigations must be incorporated into the design and construction of the Project, as reviewed and approved by the City's Development Services Department. As such, impacts related to collapsible soils would be less than significant.

In summary, upon Project compliance with the CBC and City policies aimed at minimizing geologic hazards, and the recommendations set forth in the final design level geotechnical report, the proposed Project would not directly or indirectly exacerbate existing conditions related to on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse, and impacts would be less than significant.

Located on Expansive Soil

Expansive soils are clay-rich soils that shrink when dry and swell when wet. This change in volume can exert substantial pressure on foundations over time, resulting in structural distress and/or damage. According to the

preliminary geotechnical investigation, the site is underlain by artificial fill and Holocene age alluvium comprised of alluvial channel and outwash deposits consisting of varying amounts of silt, sand, and gravel (Appendix D-1).

As previously discussed, based on depth of the proposed subterranean levels, the near surface soils have a low expansion potential. Given the low expansion potential anticipated at the site, only nominal steps will be needed to mitigate adverse effects. Typical mitigation measures described in Chapter 18 of the CBC to alleviate expansive soils include the following:

- Excavation of expansive soils until such a depth that competent material is encountered
- Installation of foundations designed to resist forces exerted on the foundation due by expansive soils
- Stabilization of the soils by chemical, dewatering, pre-saturation, or equivalent techniques

Project construction would not increase or exacerbate the potential for expansive soils to create substantial direct or indirect risks to life or property. Additionally, the proposed Project would be constructed according to the mandatory seismic and structural design guidelines established in CBC, Chapter 16, Section 1601 et seq. As such, impacts would be less than significant.

Soils Incapable of Supporting Septic Tanks

The Project site is currently served by existing sewer infrastructure, and any new development would require connecting to the existing system. There is adequate capacity in the sewer system for the Project. There are no septic tanks or alternative wastewater disposal proposed; therefore, implementation of the Project would result in no impact.

Cumulative Effects

Potential cumulative impacts on geology and soils would result from Projects that combine to create geologic hazards, including unstable geologic conditions, or contribute substantially to erosion. The majority of impacts from geologic hazards, such as rupture of a fault line, liquefaction, landslides, expansive soils, and unstable soils, are site-specific and are therefore generally mitigated on a project-by-project basis. Each cumulative Project would be required to adhere to required building engineering design per the most recent version of the CBC in order to ensure the safety of building occupants and avoid a cumulative geologic hazard. Additionally, as needed, Projects would incorporate individual mitigation or geotechnical requirements for site-specific geologic hazards present on each individual cumulative Project site, similar to that described above for the proposed Project.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on fault rupture, strong seismic ground shaking, liquefaction, landslides, erosion, unstable soil, expansive soil, and septic tanks; therefore, no mitigation is required and no significant, unavoidable adverse impacts would occur.

2.3.8 Greenhouse Gas Emissions

Greenhouse Gas Emissions

Construction Emissions

On-site sources of GHG emissions include off-road equipment and off-site sources including haul trucks, vendor trucks, and worker vehicles. The estimated total GHG emissions during construction of would be approximately 2,135 MT CO_2e over the construction period, which is less than the GHG significance threshold of 3,000 MT CO2e per year. Therefore, the proposed Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and this would represent a cumulatively less than significant impact.

Operational Emissions

The estimated operational GHG emissions from Project area sources, energy consumption, mobile sources, solid waste, and water consumption and wastewater treatment associated with the proposed Project would be equal to 2,400 MT CO_2e, below the SCAQMD GHG threshold of 3,000 MT CO_2e per year. Even without taking into account the removal of the existing land uses, the proposed Project's estimated emissions would be below the SCAQMD GHG threshold of 3,000 MT CO_2e per year. Therefore, the proposed Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and this would represent a cumulatively less than significant impact.

Conflict with an Applicable Plan, Policy, or Regulation

Consistency with the Connect SoCal (2020–2045 RTP/SCS)

SCAG's Connect SoCal is a regional growth-management strategy that targets per capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The Connect SoCal incorporates local land use projections and circulation networks in city and county general plans. Typically, a project would be consistent with the RTP/SCS if the project does not exceed the underlying growth assumptions within the RTP/SCS. The proposed Project would accommodate an expected 909 residents which would be counted within the overall population growth projections included in the Connect SoCal of 5,519 residents between 2020 and 2045.

As stated in the Connect SoCal 2020–2045 RTP/SCS, there is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with the RTP/SCS, and lead agencies have the sole discretion in determining a local project's consistency with the RTP/SCS (SCAG 2020a). Because there is no wholly reliable population, housing, or employment data after 2010, as the U.S. Census is conducted every ten years, all data for years prior to the 2020 Census should be viewed as projections or estimates. The proposed Project would implement the guiding principles, goals and policies of SCAG's 2020–2045 RTP/SCS as they relate to livability, economic prosperity, and sustainability through the development of walkable, mixed use communities along major transportation corridors. The development of housing within 350 feet of transit (Metro's L Line Arcadia Station), thereby alleviating pressure on suburban and open space areas to develop, is fully supportive of SCAG's strategies.

Because the proposed Project would support SCAG's goals and strategies for growth in the region and because the proposed Project would assist the development of new housing and improves the City's job/housing balance, impacts related to population growth assumed in Connect SoCal would be less than significant.

Consistency with the CALGreen

The 2019 CALGreen requirements are comprehensive and applicable to the proposed Project. The provisions of the CALGreen code apply to the planning, design, operation, construction, use and occupancy of every newly constructed building or structure. In mixed occupancy buildings, such as the proposed Project, each portion of a building must comply with the specific green building measures applicable to each specific occupancy (CEC 2019). The proposed Project must comply with all relevant measures applicable to the types of structures to be built, including live-work units and residential. Therefore, the proposed Project would be implemented consistent with the requirements of CALGreen and impacts would be less than significant.

Consistency with CARB's Scoping Plan

The Scoping Plan provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32 and establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. The proposed Project would comply with all regulations adopted in furtherance of the Scoping Plan to the extent required by law and to the extent that they are applicable to the proposed Project.

Consistency with EO S-3-05 and SB 32

EO S-3-05 establishes the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050. SB 32 establishes for a statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40% below 1990 levels by December 31, 2030. CARB believes that the state is on a trajectory to meet the 2030 and 2050 GHG reduction targets set forth in AB 32, EO B-30-15, and EO S-3-05.

Consistency with General Plan's Air Quality Element

The City Arcadia's General Plan (City of Arcadia 2010) includes various policies related to reducing GHGs (both directly and indirectly) because strategies that reduce criteria air pollutant emissions may also reduce GHG emissions. Total proposed Project emissions, including operation and amortized construction, would be below the SCAQMD significant threshold of 3,000 MT CO_2e per year. Furthermore, based on the considerations previously outlined, the proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and no mitigation is required. Therefore, this impact would be less than significant.

Cumulative Effect

GHG emissions inherently contribute to cumulative impacts. The proposed Project would not result in GHG emissions in exceedance of the SCAQMD significance threshold. Therefore, cumulatively, Project GHG emissions would be less than significant.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on emissions generated, consistency with applicable regulations, and cumulative GHG effects; therefore, no mitigation is required and no significant, unavoidable adverse impacts would occur.

2.3.9 Hazards and Hazardous Materials

Routine Transport, Use, or Disposal of Hazardous Materials/Release of Hazardous Materials and the Potential for Upset Conditions

Long-Term Operational Impacts

The operational phase of the proposed Project would not be expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Hazardous materials would be limited to use of commercially available cleaning products, landscaping chemicals and fertilizers, and various other commercially available substances. Such chemicals are typically used in an urban environment, and when used in accordance with manufacturer's recommendations and applicable regulations, do not result in a risk to human health or the environment. The routine transport, use, and/or disposal of these substances would be subject to applicable federal, state, and local health and safety laws and regulations, which would minimize health risk to the public associated with hazardous materials. Therefore, impacts would be less than significant and no mitigation is required.

Hazardous Materials within One-Quarter mile of an Existing or Proposed School

There are no public or private K–12 schools located within 0.25 miles of the Project site, therefore, impacts would be less than significant and no mitigation is required.

Cortese List

The Project site is not listed on or adjacent to a Cortese List site, nor has the Project site been impacted by a Cortese List site. Therefore, the Project would not create a significant hazard to the public or the environment due to its location of a hazardous materials site included on the list compiled under Government Code Section 65762.5, and no impact would occur.

Near an Airport or within an Airport Land Use Plan

The Project site is not located within 2 miles of a public use airport, nor is it located within an airport land use plan. Therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the Project area, and no impact would occur.

Impair or Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan

Short-Term Construction Impacts

Construction of the proposed Project would occur completely within the Project site and would not require road closures. Additionally, the Project site is not located on a designated disaster evacuation route. The City of Arcadia Safety Element Policies S-5.1, S-5.2, and S-5.11 require police and fire department personnel to be involved in the development review process, integration of new technologies for crime and fire prevention in new development and require new developments to pay for costs associated with increased public safety needs. As such, review of the proposed Project as it relates to emergency response and emergency evacuation would be an integral part of the review process within the City of Arcadia, and deficiencies would be remedied, and costs accounted for. As such, impacts would be less than significant.

Long-Term Operational Impacts

The proposed Project would increase residential density at the Project site. As noted above, review of the proposed Project as it relates to emergency response and emergency evacuation would be an integral part of the review process within the City of Arcadia in accordance with policies set forth in the General Plan, Safety Element, and deficiencies would be remedied, and costs accounted for. As such, impacts would be less than significant.

Wildland Fires

The proposed Project site is located in a highly urbanized area and is not located within an area of high wildfire hazard. Therefore, people and structures would not be subject to significant risks related to wildland fires, and impacts would be less than significant.

Cumulative Effect

There are a variety of hazardous material and public health and safety issues that are relevant and applicable to the Project. Many potential impacts related to hazardous materials and public health and safety risks would be minimized due to compliance with federal, state, and local regulatory requirements.

Because cumulative Projects would be fully regulated, thus reducing potential for public safety risks, cumulative impacts associated with exposure to hazards and hazardous materials would be less than significant. Through mitigation and compliance with regulatory requirements, the construction or operation of the proposed Project itself would not create significant human or environmental health or safety risks that could combine with other Project impacts to create a significant and cumulatively considerable impact. For these reasons, the proposed Project would not result in cumulatively considerable impacts related to hazards and hazardous materials.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on hazards and hazardous materials as it relates to the long-term use, storage and transport of hazardous materials; proximity of an existing or proposed school; the proximity of the project to an airport or an airport land use plan; emergency response plan; Cortese list; wildland fires; and cumulative impacts to hazards and hazardous materials; therefore, no mitigation is required and no significant, unavoidable adverse impacts would occur.

2.3.10 Hydrology and Water Quality

Violate Water Quality Standards or Waste Discharge Requirements

Short-Term Construction Impacts

Site grading would require a combination of “cut and fill” earthwork to create a building/parking structure pad and to accommodate two levels of subterranean parking. Grading is estimated to result in approximately 57,200 cubic yards of excavation/export (or “cut”) and 200 cubic yards of import fill for site rebalancing. Final grading plans would be approved by the City Engineer before the City issues grading permits.

Grading and construction would potentially result in short-term erosion and associated siltation that could lead to adjacent storm drain infrastructure. Erosion-induced sedimentation affects water quality and interferes with photosynthesis; oxygen exchange; and the respiration, growth, and reproduction of aquatic species. Additionally, other pollutants, such as nutrients, trace metals, and hydrocarbons, can attach to sediment and be transported to

downstream drainages which could contribute to the degradation of water quality. Other pollutants that could affect surface-water quality during the construction phase include petroleum products (gasoline, diesel, oil, and grease), hydrocarbons from asphalt paving, construction equipment leaks, paints and solvents, detergents, fertilizers, and pesticides (including insecticides, fungicides, herbicides, and rodenticides).

In accordance with the State NPDES Construction General Permit and WDR Permit, as established by the Porter-Cologne Water Quality Act, the development of an acre or more of land must file a notice of intent with the SWRCB, followed by development of a site-specific SWPPP for construction activities (Section 7827, General Control of Runoff Required, Construction Activity, City of Arcadia Municipal Code). The property owner/developer must comply with the Construction General Permit applicable at the time a grading permit is issued. The SWPPP must include erosion- and sediment-control BMPs that will meet or exceed measures required by the determined risk level of the Construction General Permit, as well as BMPs that control the other potential construction-related pollutants. A Construction Site Monitoring Program that identifies monitoring and sampling requirements during construction is a required component of the SWPPP. The SWPPP is required to identify BMPs that protect stormwater runoff and ensure avoidance of substantial degradation of water quality.

Incorporation of required BMPs for temporary materials and waste storage and handling during construction, and equipment and vehicle maintenance and fueling would reduce the potential discharge of polluted runoff from construction sites, consistent with the State NPDES Construction General Permit and the City's Municipal Code requirements for construction activities.

As set forth in Section 7800 of the City's Municipal Code, the Project must ensure the future health, safety, and general welfare of citizens by: (a) eliminating non-stormwater discharges to the municipal separate storm drain; (b) controlling the discharge from spills, dumping or disposal of materials other than stormwater to municipal separate storm drains; and (c) reducing pollutants in stormwater discharges to the maximum extent practicable. Section 7820 of the Municipal Code prohibits the discharge of non-stormwater into the City's storm drain system, unless a discharge permit, which meets the City's requirements, is obtained. Section 7827 of the Municipal Code specifically requires that all proposed development and/or redevelopment Project protect water quality by either (a) implementing an erosion and sediment control plan and all applicable BMPs to ensure discharge of pollutants are effectively prohibited or (b) preparing a SWPPP in accordance with the Construction General Permit. The proposed Project would adhere to all applicable stormwater management and discharge control regulations, and, as such, is not anticipated to violate any water quality standard or waste discharge requirement during operation.

The historical high groundwater levels in the Project vicinity have been interpreted at 100–150 feet below the ground surface, and as such, excavation activities associated with the subterranean parking garage are not expected to encounter groundwater. However, perched groundwater conditions are dependent on seasonal precipitation, land use, among other factors, and may vary as a result. Additionally, the Project proposes to install drywells to satisfy low impact development requirements (as further discussed below), which are anticipated to reach depths of 42 feet; therefore, it is possible that the construction of the drywells could encounter perched groundwater (Appendix H-1).

In the event that groundwater is encountered during excavations, the Project applicant/developer would be required by existing regulatory requirements to procure a dewatering permit from the Los Angeles RWQCB for pumping and disposal of groundwater. Groundwater dewatering would be controlled in compliance with the Waste Discharge Requirements for the Discharge of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2018-0125, NPDES No. CAG994004). This permit requires permittees to conduct monitoring of dewatering discharges and adhere to effluent and receiving water limitations contained within the permit so that the water quality of surface waters is protected.

Application for the permit would involve collecting and analyzing groundwater samples to determine its constituents. In the event that contamination is identified, the permit would include specific types of treatment requirements to ensure compliance with the discharge standards. The permit also establishes requirements for initial and continuous groundwater testing throughout the dewatering process to ensure that the water remains suitable for discharge and that the impacts of dewatering discharges do not constitute a significant and adverse impact to downstream waters.

Compliance with existing regulations would prevent violation of water quality standards and minimize the potential for contributing sources of polluted runoff. Therefore, compliance with existing regulations would ensure that the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface quality from demolition and construction activities. Impacts would be less than significant, and no mitigation is required.

Long-Term Operational Impacts

The primary source of surface water pollution from long-term operations on the Project site would be incidental spills of vehicle oils in parking garages. Certain metals, along with nutrients and pesticides from landscape areas, could also be present in stormwater runoff, although on-site landscaping would be minimal. During storm events, pollutants from paved areas lacking proper stormwater controls and BMPs could enter the municipal storm drain system. Between periods of rainfall, surface pollutants tend to accumulate, and runoff from the first significant storm of the year ("first flush") would likely have the largest concentration of pollutants. Such discharges would potentially violate state/federal antidegradation policies, the California Toxics Rule, and water quality objectives as established in the Los Angeles RWQCB Basin Plan.

However, Project design, construction, and operation would be required to be completed consistent with the RH/SGRWQG EWMP, and in accordance with the City Stormwater Management and Discharge Control Ordinance, Municipal NPDES Permit, and the County of Los Angeles Low Impact Development Best Management Practices Handbook (LID Manual), with the goal of reducing the amount of pollutants in stormwater and urban runoff (City of Arcadia 2021b). The LID Manual requires that that post-construction stormwater runoff from new developments be infiltrated, evapotranspired, captured and reused, and/or treated through a high efficiency BMP onsite for the 85th percentile storm event, or 0.75 inches of precipitation, whichever is greater.

The LID Manual requires that BMPs be designed and implemented to manage and capture stormwater runoff. Infiltration systems are the first priority type of BMP improvements, as such systems provide percolation and infiltration of stormwater into the ground, which not only reduces the volume of stormwater runoff entering the MS4, but also contributes to groundwater recharge in some areas. The second priority BMP is capturing and reusing stormwater onsite for either landscape irrigation or toilet flushing. Proposed drainage for the proposed Project would include stormwater treatment features, in accordance with the City and County LID requirements. According to a review of the 2011–2012 Municipal Separate Storm Sewer System (MS4) Annual Report for the Rio Hondo/San Gabriel River Water Quality Group Enhanced Watershed Management Program (RH/SGRWQG EWMP) area, at least 150 BMPs were reported within the City of Arcadia, including green infrastructure, source control, and institutional BMPS.

Based on the Geotechnical Investigation, prepared by Geocon West, Inc (see Appendix E-2), the Conceptual Hydrology and LID Report (Appendix H-1) determined that infiltration is feasible for stormwater treatment. Two drywells and one four-foot diameter primary settling chamber are proposed to be constructed on the Project site, located in the south side of the basement parking lot, which would be able to capture the required runoff volume and treat that volume as quickly as it enters the drywell system.

The existing infiltration rate for the site is 13.83 inches/hour with a design infiltration of 6.92 inches/hour. [3] Based on this data, the Project requires a mitigation volume of 7,592 cubic feet. A drywell with a diameter of 6 feet and an infiltration depth of 42 feet would provide a disposal rate of 0.07091 cubic feet per second (cfs) and would result in a disposal volume of 24,505 cubic feet over a 96-hour period. As a result, the 96-hour infiltration volume for the combined wells would be 49,010 cubic feet. Based on the total mitigated volume of 7,592 cubic feet, after subtracting the volume infiltrated as quickly as it enters the drywell of 6,577 cubic feet, the remaining volume is 1,015 cubic feet. The storage provided in the drywell system would be 1,062 cubic feet, which is adequate to accommodate the mitigated volume.

In addition to the drywells and settling chamber, the Project includes street-level overflow curb drain outlets that would discharge into the Wheeler Street curb gutter and run west to the catch basin on the northeast corner of Wheeler Avenue and North Santa Anita Avenue. The existing peak flow rate value of 8.81 cubic feet per second (cfs) would decrease by 0.73 cfs under proposed conditions, resulting in a proposed or post-Project peak flow rate value of 8.08 cfs. The post-Project condition shows the conceptual location of the drywells, settling chamber, and overflow pipes to the existing storm drain system, which would contribute to the peak flow rate reduction under proposed conditions. Because the peak flow rate would be reduced in the proposed condition, it is understood that the existing City storm drains would not be negatively affected by implementation of the proposed Project.

Once the water quality volume is met through the drywells, the "higher flows" would enter overflow pipes, which would discharge stormwater to the local storm drain system. The proposed peak flow rate that would be used to design the overflow piping is the reduced peak flow rate of 8.08 cfs generated after infiltration. As presented in Appendix H-1, under the proposed infiltration system, the volume infiltrated in 96 hours is approximately six times the required mitigated volume and the volume infiltrated as it enters the drywells are nearly equal to the mitigated volume. Therefore, the drywells and settling chamber to be constructed as part of the Project would result in the treatment of the entire required volume for the Project site and the elimination of pollutant runoff up to the 50-year storm event.

The implementation of LID features would, to the maximum extent practicable, reduce the discharge of pollutants into receiving waters, including inadvertent release of pollutants (e.g., hydraulic fluids and petroleum); improper management of hazardous materials; and trash and debris during Project operations. In accordance with all applicable state and local regulations, including General Plan Policy RS-9, Project source controls to improve water quality would be provided for outdoor trash storage/waste areas and outdoor loading/unloading areas. As a result of compliance with existing regulations, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality during the long-term Project operations. Impacts would be less than significant, and no mitigation is required.

Deplete Groundwater Supplies or Interfere with Groundwater Recharge

The amount of impervious area under proposed Project conditions would remain at 95%, which is the same as under existing conditions. The soil zones encountered on site are suitable for infiltration of stormwater, the proposed Project would incorporate drywells to facilitate infiltration in compliance with applicable LID requirements. The Project site is not currently used for groundwater infiltration, either by spreading or by groundwater injection.

[3] The design infiltration rate is the corrected in-situ infiltration rate and has been calculated in accordance with the Boring Percolation Test Procedure in the County of Los Angeles Department of Public Works Geotechnical and Materials Engineering Division (GMED) *Guidelines for Geotechnical Investigation and Reporting, Low Impact Development Stormwater Infiltration*.

The 96-hour infiltration volume for the combined wells would be 49,010 cubic feet. As such, upon construction and operation of the drywells, groundwater recharge at the site would increase in comparison to existing conditions.

The proposed Project is not anticipated to encounter groundwater during excavation for the subterranean parking garage. However, perched groundwater conditions may vary over time, and in the unlikely event that groundwater is encountered during excavations, the Project applicant/developer would be required by existing regulatory requirements to procure a dewatering permit from the Los Angeles RWQCB for pumping and disposal of groundwater. Groundwater dewatering would be controlled in compliance with the Waste Discharge Requirements for the Discharge of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2018-0125, NPDES No. CAG994004). Temporary dewatering, if required, would be short-term and would not substantially interfere with groundwater supplies.

Additionally, the Project site is above the Main San Gabriel Basin (Groundwater Basin 4-013), which has been designated as Very Low Priority with respect to establishment of a GSA and completion of a Groundwater Sustainability Plan (SGMA 2021). Therefore, the proposed Project would not substantially decrease groundwater supplies. Impacts would be less than significant, and no mitigation is required.

Alter Existing Drainage Pattern (Erosion, Surface Runoff, Exceed Capacity Drainage System, Impede or Redirect Flood Flows)

The proposed Project site is fully developed in the existing condition and is located in a highly urbanized portion of Arcadia, surrounded by developed properties. Implementation of the proposed Project would not alter the existing drainage patterns on the site such that downstream streams or rivers would be affected. The Project would infiltrate stormwater in accordance with all applicable LID regulations and would continue to outflow into the existing storm drain system. No naturalized drainages or creeks would be affected. According to the Conceptual Hydrology and LID Report, total impervious surface area and post-project runoff are anticipated to be the same as under existing conditions. Therefore, the Project would not substantially alter the existing drainage pattern of the site, including through the alteration of the course of a stream or river or through the addition of impervious surfaces. Impacts would be less than significant, and no mitigation is required.

Flood Hazard, Tsunami, or Seiche Zones

No areas within the City of Arcadia are designated 100-year flood zones (City of Arcadia 2010). According to the Federal Emergency Management Agency (FEMA), the Project site is located within Zone X, which is an area of Minimal Flood Hazard (FEMA 2021). Therefore, the Project site is not located within an area that would be subject to flooding.

The Project is, however, located in the Santa Anita Dam flood inundation zone. Approximately half of the City is located within the dam inundation zone. Failure of the Santa Anita Dam would lead to inundation of a large eastern section of the City. At capacity, floodwaters from the dam would travel down Santa Anita Canyon to about Orange Grove Avenue and then spread across the eastern half of the city from Arcadia Wash. To comply with state dam safety regulations, the water level behind the dam is restricted to be no higher than an elevation of 1,230 feet above mean sea level, to meet the California Division of Safety of Dams seismic safety requirements and to reduce the potential magnitude of downstream flooding (City of Arcadia 2010). According to the General Plan Safety Element, flood hazards in the City are well addressed by existing storm control infrastructure. Seismic retrofit of the Santa Anita Dam, which was built in 1927, was scheduled to begin in Spring of 2021 to improve public safety and prevent flood damage to downstream communities (LACDPW 2019a). Dam failure potential is low and the extent

of inundation would depend on the amount of water stored at the time of failure. Seismic upgrades will further reduce already low potential for flooding due to dam failure at the Project site, and the proposed Project would not exacerbate potential risks associated with dam failure.

The Project site is not located near a body of water or close to the ocean and as a result, is not susceptible to tsunamis or seiches (DOC 2021). In the unlikely event that the site were to be flooded as a result of dam failure, the risk of release of pollutants due to inundation of the Project site is low, as the proposed sites primary uses (i.e., residential) would not include storage of hazardous materials or hazardous waste. Existing state, regional and local regulations related to emergency preparedness would be sufficient to address potential hazards associated with floods, tsunamis, or seiches, which have not been identified as hazards for the Project site. Therefore, Project impacts would be less than significant, and no mitigation is required.

Conflict with Water Quality Control Plan or Sustainable Groundwater Management Plan

The Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties is the Water Quality Control Plan (WQMP) for the Los Angeles Region, which includes the City of Arcadia. The Basin Plan: (i) identifies beneficial uses for surface waters and groundwaters, (ii) includes the narrative and numerical water quality objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and (iii) describes implementation programs and other actions that are necessary to achieve the water quality objectives established in the Basin Plan (LARWQCB 2019). The existing, potential or intermittent beneficial uses for the Arcadia Wash, the Santa Anita Wash, and the Rio Hondo Channel, where stormwaters from the City are discharged and for the underlying groundwater basins in the City (Raymond and San Gabriel Valley groundwater basins) include: domestic water supply (MUN); industrial activities (IND); industrial process dependent upon water quality (PROC); agricultural supply (AGR); groundwater recharge (GWR); Water Recreation (REC-1, REC-2); warm water ecosystems (WARM); cold water ecosystems (COLD); terrestrial ecosystems (WILD); rare, threatened or endangered species (RARE); and wetland ecosystems (WET) (LARWQCB 2019).

With compliance with applicable regulations, the proposed Project does not include any facilities or land uses that could generate pollutants that could result in substantial water quality impacts. Compliance with the City's Stormwater Management requirements would protect the water quality of watercourses in a manner pursuant to and consistent with the Federal Clean Water Act, and pursuant to the NPDES CGP No. 2009-0009-DWQ. Restrictions in this Ordinance are applicable to both construction activities and operations. Additionally, compliance with CGP issued by the SWRCB would require implementation of BMPs during construction to address the potential for pollutants from entering downstream waters. The Project's potential to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality would be less than significant and no mitigation is required.

The proposed Project would comply with applicable water quality regulatory requirements, including implementation of a SWPPP, stormwater BMPs, and LID design, which would minimize potential off-site surface water quality impacts and contribute to a reduction in water quality impacts within the Rio Hodo Watershed subarea and the overall Los Angeles River Watershed. In addition, with compliance with these regulatory requirements, the Project would reduce potential water quality impairment of surface waters such that existing and potential beneficial uses of key surface water drainages throughout the jurisdiction of the Los Angeles RWQCB Basin Plan would not be adversely impacted. As a result, the Project would not conflict with or obstruct the Los Angeles RWQCB Basin Plan.

With respect to groundwater management, SGMA empowers local agencies to form GSAs to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans for crucial groundwater basins in California. A GSA has not been established for the Main San Gabriel Basin, as it is not considered a high priority

basin. Further, the Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. As a result, the Project would not conflict with or obstruct this sustainable groundwater management plan. Impacts would be less than significant, and no mitigation is required.

Cumulative Effect

Water Quality

The geographic context for the analysis of cumulative impacts associated with water quality is the Los Angeles River Watershed and the Rio Hondo Watershed subarea, which is already largely urbanized with impervious surfaces. Although the land surrounding the Project site is largely developed with impervious surfaces, continued redevelopment within the Project area could slightly increase the amount of impervious surfaces that could increase stormwater runoff rates and amounts, as well as changes in land use that may increase the amount of pollutants in stormwater runoff. Typical pollutants of concern would be associated with the construction phase (e.g., sediment, fuels, litter), private vehicle use (e.g., any leakage of grease/oils), landscaping/grounds work (e.g., improper/ excessive use of pesticides, herbicides, and/or fertilizers), and/or trash (e.g., due to improper waste disposal). The release of such pollutants, however, would be minimized through compliance with terms and conditions of the NPDES permit, CALGreen Code, California Building Code, AMC, and the ordinance codes of other authorities in the region—which all require implementation of a SWPPP for development and redevelopment projects. In summary, all cumulative development would be subject to existing regulatory requirements to protect water quality and minimize increases in stormwater runoff. For example, the NPDES permit requires the City to effectively prohibit non-stormwater discharges from within its boundaries and to comply with the NPDES permit and to specifically prohibit certain discharges.

Every two years, the Los Angeles RWQCB must reevaluate water quality within its geographic region and identify those water bodies not meeting water quality standards. For those impaired water bodies, a TMDL must be prepared and implemented to reduce pollutant loads to levels that would not contribute to a violation of water quality standards. All development within the Los Angeles River Watershed would be subject to the water quality standards outlined in the Basin Plan and would comply with any established TMDLs. The continuing review process would ensure that cumulative development within the watershed would not substantially degrade water quality.

In addition, the Project would comply with existing and future regulations to protect water quality, including the Construction General Permit. Compliance with existing regulations would prevent violation of water quality standards and minimize the potential for contributing additional sources of polluted runoff. Therefore, Project impacts associated with water quality standards and polluted runoff would be less than significant, and the Project would not contribute considerably to cumulative impacts.

Drainage

The Los Angeles River Watershed is already largely urbanized with impervious surfaces. Cumulative development within the City could potentially increase the amount of impervious surfaces that could cause or contribute to storm drain system capacity exceedance, alter the existing storm drain system, and/or require construction of new or expanded facilities. However, new development within the watershed would be subject to the same requirements for LID infrastructure and BMPs to address the potential for increased runoff from development sites. All projects must comply with current state and local environmental regulations, such as the AMC mandates. Potential impacts to drainage associated with the Project would be less than significant, and the Project would not contribute considerably to cumulative impacts.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on hydrology and water quality. Therefore, no mitigation is required, and no significant, unavoidable adverse impacts would occur.

2.3.11 Land Use

Physically Divide an Established Community

The physical division of an established community typically refers to the construction of a linear feature (e.g., a major highway or railroad tracks) or removal of a means of access (e.g., a local road or bridge) that would impair mobility within an existing community or between a community and outlying area.

The Project site currently consists of a 2-story office building, two 1-story commercial buildings, an 8-story office building, a 1-story bank drive-through and surface parking. Access to the Project site is provided on Santa Clara Street to the north, Wheeler Avenue to the south, an alleyway to the east, and Santa Anita Avenue to the west.

The proposed Project involves construction of a multi-family residential development and the demolition of some of the existing structures on the site, including the 2-story office building, the two 1-story commercial buildings, and surface parking. The Project includes a Tentative Parcel Map which would merge lots on site as well as a portion of the alley would be vacated to accommodate the Project.

Under the existing condition, the Project site is developed land and is not used as a connection or thoroughfare between established communities. Instead, connectivity within the area surrounding the Project site is facilitated via local roadways. The proposed Project would not result in the construction of new driveways; rather, the Project would allow for access via existing driveways on Santa Anita Avenue, Santa Clara Street, Wheeler Avenue, and an alleyway. Further, the alleyway adjacent to the eastern boundary of the Project site would be partially converted into a pedestrian paseo through the installation of removeable bollards, which would facilitate the Project's objectives of connectivity to the City's Downtown. Therefore, the Project does not include the construction of a new roadway that would impair mobility within the existing Project site or the surrounding area. Rather, the Project would increase access at existing driveways and pedestrian/transit connectivity. As such, the Project would not impede movement within the Project site, within an established community, or from one established community to another.

Therefore, impacts associated with the division of an established community would be less than significant. No mitigation is required.

Conflict with an Applicable Land Use Plan, Policy, or Regulation

Consistency with the Connect SoCal (SCAG 2020–2045 RTP/SCS)

SCAG's Connect SoCal is a regional growth-management strategy that targets per capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The Connect SoCal incorporates local land use projections and circulation networks in city and county general plans. Typically, a project would be consistent with the RTP/SCS if the project does not exceed the underlying growth assumptions within the RTP/SCS. The proposed Project would result in approximately 909 residents, which would estimate approximately 1.5% of the 2045 SCAG estimate for the City's projected total population. Additionally, it is likely that the proposed residential

units would accommodate a combination of existing residents and new residents that either currently work within the City and/or new residents that would be hired as a result of projected employment generation within the City.

Furthermore, the proposed Project is estimated to generate a net loss of 20 employees as compared to existing conditions. This indicates that the proposed Project would not outpace regional infrastructure, since the SCAG RTP/SCS is used for local and regional planning purposes. Furthermore, the proposed Project would implement the guiding principles, goals, and policies of SCAG's 2020–2045 RTP/SCS as they relate to livability, economic prosperity, and sustainability through the development of a mixed-use residential development. The development of the proposed Project within proximity to transit would thereby alleviating pressure on suburban and open space areas to develop, is fully supportive of SCAG's strategies. the proposed Project would not conflict with any of the goals within SCAG's Connect SoCal. The Project would develop the Project site, producing an estimated 909 residents and a net loss of 20 employees as compared to existing conditions. The Project site's vicinity is served by existing public transit such as the Metro L Line and various bus routes provided by Metro and Foothill Transit. For these reasons, the Project would not conflict with the applicable goals in the RTP/SCS adopted for the purpose of avoiding or mitigating an environmental effect.

City of Arcadia General Plan Consistency

The proposed Project would result in the construction of a new multi-family residential building on a total lot area of 128,517 square feet (sf), or 2.95 acres. As described in the General Plan, the DMU land use only accounts for commercial square footage in calculation of FAR. The total non-residential area of the proposed Project consists of 83,253 square feet (consisting of a Bank of America building, an 8-story office building, and a 1-story office building). Additionally, the Project includes 8 live/work units with a total of 15,145 square feet in size. Of the total live/work areas proposed, 9,281 square feet would be designated for "work" or commercial uses. Therefore, the total non-residential area, including the existing office and "work" areas is 92,534 square feet. In summary, the proposed Project's FAR would result in 0.72, which is consistent with the General Plan's maximum of 1.0. Applicable policies identified in each element of the General Plan (Land Use and Community Design Element, Economic Development Element, Circulation and Infrastructure Element, Housing Element, Resource Sustainability Element, Parks, Recreation, and Community Resources Element, Safety Element, and Noise Element) were reviewed and it was determined the Project would be consistent with applicable goals and policies of the General Plan. The proposed Project does not require a General Plan Amendment for implementation to occur and would be consistent with the General Plan for the purposes of avoiding or mitigating environmental effect.

City of Arcadia Municipal Code

The City of Arcadia Development Code, in conformance with the General Plan, regulates land use development in the City. In each zone, the zoning regulations specify the permitted and prohibited uses, and the development standards, including setbacks, height, parking, and design standards, among others. The proposed Project would not require a Zone Change for implementation. The Project requests the following discretionary approvals for Project implementation: Certification of Demolition; Minor Use Permit with Density Bonus; Site Plan and Design Review; Street Vacation for the Alley; and a Tentative Parcel Map.

Compliance with applicable zoning regulations would reduce potential impacts associated with the avoidance or mitigation of an environmental effect. With the City's approval, demolition activities would be permitted and review of the proposed site plan for design consistency would occur. The Project proposes a unit mix consisting of 64 studios, 168 one-bedroom units, 79 two-bedroom units, and 8 live-work units. The need for the issuance of a Minor Use Permit is required for the development of multifamily dwellings and live-work units. Additionally, consistent with the General

Plan, the Project site has a base density of 80 du/ac, allowing for a total of 236 dwelling units on the 2.95-acre site. The Project applicant proposes to utilize a 35% density bonus under SB 1818, which would increase the allowable dwelling unit count to 319 total units. In order to comply with SB 1818, the Project would include 26 affordable dwelling units. Thus, the final unit mix would consist of 293 market rate units, and 26 affordable units, totaling 319 dwelling units. Utilization of the State Density Bonus is further codified in Section 9103.15 of the City's Development Code. Finally, the approval of a Street Vacation for the Alley on the Project site's eastern edge and approval of a Tentative Parcel Map is required for Project implementation. The Tentative Parcel Map would merge four of the lots into two legal lots and a portion of the alley would be vacated to accommodate the Project's design objectives for pedestrian connectivity. Therefore, with the approval of these items, less than significant impacts would occur related to land use regulations adopted for the purposes of avoiding or mitigating an environmental effect.

Cumulative Effects

Cumulative land use impacts could occur if any of the related projects would result in incompatible land uses, or result in land uses that are inconsistent with adopted land use plans when combined with the impacts of the Project. Given the built-out conditions of the greater Los Angeles Metropolitan region, including the Project site, cumulative development would likely convert existing underutilized properties in the Project site's area to revitalized higher-density developments to respond to the need for housing, sources of employment, and associated retail land uses. The Project would benefit the surrounding community by replacing underutilized properties; add residential uses to a job-rich community; and improve local and regional access to the regional transportation network. Furthermore, by providing additional housing and employment in close proximity to transit, the Project would assist the City and region in achieving short- and long-term planning goals and objectives related to reducing urban sprawl, efficiently using existing infrastructure, reducing regional congestion, and improving air quality through the reduction of vehicle miles traveled. This is consistent with SCAG and other regional policies for promoting more intense land uses adjacent to transit stations and job centers.

Generally, land use conflicts would be related to noise, traffic, air quality, and hazards/human health and safety issues. Land use conflicts are also typically site-specific and not cumulative in nature; in other words, despite the number of cumulative projects in a given area, they would not necessarily compound to create cumulative land use conflicts. Cumulative incompatibility issues associated with surrounding developments or projects are anticipated to be addressed and mitigated for on a project-by-project basis. Further, all related projects in the City would be subject to the same local development standards, such as those identified in the City's Development Code, as the proposed Project. Therefore, cumulative impacts related to land use and planning would be less than significant. No mitigation is required.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on land use and planning; therefore, no mitigation is required, and no significant, unavoidable adverse impacts would occur.

2.3.12 Mineral Resources

There are no oil wells or oil/mineral extraction activities on the Project site (CalGEM 2020). Current on-site land uses do not allow for oil/mineral extraction. According to the City's General Plan, Resource Sustainability Element, Figure RS-1 (Mineral Resource Zones), the Project site is within the Mineral Resources Zone-4 (MRZ-4), which is characterized as areas where there are insufficient data to assign any other Mineral Resource Zone designation.7

The MRZ-4 classification does not imply that there is little likelihood for the presence of mineral resources, but rather there is a lack of knowledge regarding mineral occurrence. However, given that the Project site is located within an urban setting, does not currently allow for oil/mineral extraction, and is not designated for mineral extraction, the Project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on the local general plan or other land use plan. Thus, impacts associated with mineral resources would not occur and will not require further evaluation in the Draft EIR.

Finding

Appendix B of the Notice of Preparation for the Project found no potential for significant impacts to mineral resources; therefore, mineral resources were not addressed in the Draft EIR. No mitigation would be required and no significant, unavoidable adverse impacts would occur.

2.3.13 Noise

Generation of a Substantial Temporary or Permanent Increase in Ambient Noise Levels

Construction Noise (Short-Term Impacts)

Construction noise and vibration are temporary phenomena. Construction noise and vibration levels vary from hour to hour and day to day, depending on the equipment in use, the operations performed, and the distance between the source and receptor.

Construction of the proposed Project would include demolition, site preparation, grading, building construction, paving, and application of architectural coatings and landscaping. No rock blasting, on-site rock crushing or pile driving is anticipated to be necessary as part of this Project.

Equipment that would be in use during construction would include, in part, graders, backhoes, excavators, loaders, cranes, dozers, cement pump trucks, pavers, rollers, welders, concrete saws, and air compressors. Usually, construction equipment operates in alternating cycles of full power and low power, producing average noise levels over time that are less than the listed maximum noise level. The average sound level of construction activity also depends on the amount of time that the equipment operates and the intensity of construction activities during that time.

The Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM) (FHWA 2008) was used to estimate construction noise levels at the nearest occupied noise-sensitive land use (although the model was funded and promulgated by the FHWA, the RCNM is often used for non-roadway projects, because the same types of construction equipment used for roadway projects are often used for other types of construction). Input variables for the RCNM consist of the receiver/land use types, the equipment type and number of each (e.g., two graders, a loader, a tractor), the duty cycle for each piece of equipment (e.g., percentage of hours the equipment typically works per day), and the distance from the noise-sensitive receiver. Although some noise reduction from intervening structures is likely for most of the modeled locations because of the relatively large distances, barrier shielding was conservatively neglected for this analysis. The RCNM has default duty-cycle values for the various pieces of equipment, which were derived from an extensive study of typical construction activity patterns. Those default duty-cycle values were used for this noise analysis.

The highest noise levels are predicted to occur during demolition, site preparation, and grading activities. At the nearest noise-sensitive land use (a private school located to the northwest of the Project site), construction noise levels would be as high as 64 dBA L_{eq} at the school when Project construction occurs near the Project boundary, approximately 630 feet away. At the typical construction activity/receiver distance from the school of approximately 765 feet, construction noise would range from approximately 50 to 63 dBA L_{eq}. At the nearest existing residences and at Arcadia County Park, each located approximately 650 feet from the nearest construction work, noise from construction activities is estimated to range from approximately 51 to 63 dBA L_{eq}.

At the adjacent medical office building, noise levels from construction activities would be as high as 88 dBA L_{eq} when Project construction occurs at the nearest Project boundary, approximately 30 feet away. At the typical construction activity/receiver distance from the medical office building of approximately 165 feet, construction noise would range from approximately 63 to 76 dBA L_{eq}. According to the FHWA (FHWA 2011), the typical noise reduction provided by buildings varies from 20 to 25 dBA for buildings of light frame construction with the windows closed. Buildings constructed using masonry provide approximately 25 to 30 dB noise reduction with windows closed. Conservatively assuming a noise reduction factor of 20 dB, the interior noise level at the medical office building would be as high as 68 dBA L_{eq} when Project construction occurs at the nearest Project boundary, approximately 30 feet away. At the typical construction activity/receiver distance from the medical office building of approximately 165 feet, the interior noise levels would range from approximately 43 to 56 dBA L_{eq}.

According to the City's Municipal Code, construction work is prohibited between the hours of 6:00 p.m. and 7:00 a.m. Monday – Friday, 5:00 p.m. and 8:00 a.m. on Saturday, and any time on Sunday and holidays. Although nearby off-site receivers would be exposed to elevated construction noise levels, the noise levels would not be high enough to pose a hazard to human health based on the Division of Occupational Safety and Health (DOSH) standards. Within the State of California, the DOSH, better known as Cal/OSHA, aims to protect and improve occupational health and safety.

As noted above, at noise sensitive receptor locations, construction noise will reach up to 64 dBA L_{eq}, which is below Cal/OSHA's AL and PEL. Therefore, construction would not pose human health risks and would not generate a substantial temporary increase in ambient noise levels in excess of standards.

Furthermore, the exposure would be short-term and would cease upon completion of construction. In compliance with the City's Municipal Code, construction activities associated with the proposed Project would not take place between 6:00 a.m. and 7:00 a.m. on weekdays, 5:00 p.m. and 8:00 a.m. on Saturday, or at any time on Sunday or holidays. Therefore, the proposed Project construction would be in compliance with applicable noise regulations, and therefore construction noise would be less than significant, and no mitigation is required.

Operational Noise (Long-Term Impacts)

Off-Site Traffic Noise

The proposed Project would generate traffic along adjacent arterial roadways (primarily Santa Anita Avenue, Santa Clara Street, Wheeler Avenue, and Huntington Drive). The City does not have a specific criterion for evaluating the significance of Project-related increases in off-site traffic noise levels at residences or noise-sensitive areas. For the purposes of this analysis, Project-generated traffic noise level increases are considered significant if they cause an increase of 3 dBA CNEL (a barely perceptible difference) compared to existing traffic noise levels, or cause noise levels to exceed 65 dBA CNEL at residential land uses or other applicable thresholds based upon the City's General Plan. If existing traffic noise levels exceed 65 dBA CNEL under existing conditions, impacts are considered significant if the Project increases traffic noise above existing traffic noise levels.

The noise levels associated with roadway traffic were determined based on the Project's Transportation Technical Memorandum (Appendix K-2) and using the FHWA TNM 2.5 Traffic Noise Model version 2.5 (FHWA 2004). The results of the traffic modeling at the nearby off-site receivers show Project-related traffic would result in a noise level increase of zero (0) dB CNEL (when rounded to whole numbers) along the studied roadways in the vicinity of the Project site. The proposed Project would not result in an exceedance of the City's 65 dBA CNEL noise threshold for residences or other applicable thresholds, and Project-related traffic would not substantially increase the existing noise levels in the Project vicinity. Therefore, operational traffic-related noise impacts would be less than significant. No mitigation is required.

Stationary Operations Noise

The incorporation of new multi-family homes and a mix of commercial uses attributed to development of the proposed Project would add a variety of noise-producing mechanical equipment.

Residential Unit Heating, Ventilation, and Air Conditioning Noise: HVAC equipment would be located on the rooftop of the proposed building and would be screened from direct view by nearby receivers by parapet walls and/or mechanical equipment screen walls. Based upon information provided by the applicant, a total of 327 roof-mounted Carrier air conditioner units would be used for heating, ventilation and air conditioning (HVAC), each with a cooling capacity of 2 tons. From the HVAC manufacturers' equipment specifications for representative models (details of which are provided in Appendix I-3), the dimensionless sound power levels were found to range from approximately 55 dBA to 73 dBA. Conservatively assuming a sound power level of 73 dBA per HVAC unit, a Microsoft Excel–based outdoor sound propagation prediction model was used to calculate the combined noise level from all 319 units at nearby sensitive receptors

Using the aforementioned noise prediction model, and without consideration of noise reduction due to acoustical shielding from structures other than the proposed Project, the noise levels from the combination of all operating condenser units at the nearby receivers was estimated and noise levels at the nearest receivers would range from approximately 24 to 40 dBA L_{eq}, which would be well below the applicable noise standards and would also be well below measured ambient noise levels. Therefore, on-site stationary noise would be less than significant. No mitigation is required.

Excessive Groundborne Vibration or Groundborne Noise Levels

Construction activities can expose persons to excessive groundborne vibration or groundborne noise under certain circumstances. Caltrans has collected groundborne vibration information related to construction activities (Caltrans 2020). Information from Caltrans indicates that continuous vibrations with a PPV of approximately 0.2 ips is considered annoying. For context, heavier pieces of construction equipment, such as a large bulldozer or similar equipment that may be expected on the Project site, have peak particle velocities of approximately 0.089 ips or less at a reference distance of 25 feet (FTA 2018).

Groundborne vibration attenuates rapidly, even over short distances. The attenuation of groundborne vibration as it propagates from source to receptor through intervening soils and rock strata can be estimated with expressions found in FTA and Caltrans guidance. A large bulldozer or similar type of heavy equipment operating on site would generate an estimated vibration level of approximately 0.001 ips at the nearest residences located approximately 650 feet from the Project site. Therefore, because these predicted vibration levels are less than the Caltrans guidance-based annoyance threshold of 0.2 ips PPV, the impact of vibration-induced annoyance to occupants of nearby existing homes would be less than significant. No mitigation is required.

Construction vibration, at sufficiently high levels, can also present a building damage risk. At the nearest office building approximately 30 feet from the Project site, vibration is predicted at approximately 0.067 ips PPV, which is be well below the guidance limit of 0.3 ips PPV for preventing structural damage (Caltrans 2020). Because the predicted vibration levels are less than both the annoyance and building damage risk thresholds, vibration from construction activities would be less than significant. No mitigation is required.

Once operational, the Project would not be expected to feature major onsite producers of groundborne vibration. Anticipated onsite mechanical systems like pumps, compressors, and fans are designed and manufactured to feature rotating or reciprocating components (e.g., impellers, rotors, and pistons) that are well-balanced with isolated vibration within or external to the equipment casings. On this basis, potential vibration impacts due to Project operation would be less than significant. No mitigation is required.

Expose People Residing or Working in Airport Land Use Plan to Excessive Noise Levels

The Project is not located within the vicinity of a private airstrip, and the nearest airport (San Gabriel Valley Airport, formerly known as El Monte Airport) is located approximately 3.5 miles south of the Project site. The Project is not located within the planning area for this airport, nor is it located within two miles of this airport or any other airport (Airnav.com 2021; County of Los Angeles 2014). Therefore, the Project would not expose people residing or working in the Project area to excessive noise related to public airports. No impact would occur.

Cumulative Effects

Temporary/Periodic Increases in Ambient Noise Levels

The Project would result in temporary noise increases during construction activities, as discussed under 4.10.4(a) above. The construction period of the Project has the potential to overlap with the construction of other development projects in the City. Due to the decrease in noise levels with distance and the presence of physical barriers (i.e., intervening buildings and topography), noise due to construction of other projects would not meaningfully combine with future development under the Proposed Project to produce a cumulative noise effect during construction. By way of illustration, if there are two concurrent construction projects of comparable sound emission intensity, and the activity nearest to the studied noise-sensitive receptor is compliant with the City's applicable noise threshold, the other activity could be no closer than three times the distance of the receptor to the nearest activity and not make a cumulatively measurable contribution to the total and still City-compliant noise exposure level. Cumulative construction noise is likely to be dominated by the closest or loudest activity to the receptor, and the combination will be no more than a barely perceptible difference (i.e., up to a 3 dB change). Based on the cumulative project list provided by the City for the Project, there are no construction projects that would potentially contribute construction noise that would, in combination with the Project, result in cumulative impacts. Thus, cumulative impacts associated with temporary increases in ambient noise levels would be less than significant.

Vibration

Construction-related vibration from future development under the Project was addressed under Threshold 4.10.4(b) above. Other foreseeable projects within the vicinity of the Project site would not be close enough to create a combined excessive generation of groundborne vibration; therefore, cumulative impacts associated with excessive groundborne vibration would be less than significant.

Permanent Increase in Ambient Noise Levels

Off-Site Traffic

Future development from implementation of the Project along with other unrelated projects would generate off-site traffic noise. When calculating future traffic impacts, the traffic study included traffic attributed to both the Project and unrelated projects. Thus, future traffic noise prediction results with and without the Project already account for the cumulative impacts from unrelated projects contributing to traffic increases. Since the noise impacts are generated directly from the traffic analysis results, the Existing and Year 2024 traffic with and without Project predicted increases in traffic noise levels described herein already reflect cumulative impacts. As described herein, the noise level increases associated with both of these scenarios would not exceed applicable standards. As such, anticipated increases would be below the significance thresholds; hence, the incremental effect of the Project on off-site traffic noise is not cumulatively considerable. Cumulative off-site traffic noise impacts would be less than significant.

Stationary Sources

Noise from operation of stationary mechanical equipment added to the outdoor ambient sound environment as a result of Project implementation would include permanent on-site noise sources (e.g., rooftop HVAC equipment) as addressed under Section 4.10.4, Impacts Analysis, under Threshold 4.10a. A cumulative impact could occur if noise produced from such sources due to implementation of the Project were to combine with noise produced from the operation of other unrelated projects in the vicinity to create a cumulatively significant permanent increase in ambient noise levels. However, noise emission from HVAC equipment attenuates with distance and can be occluded by structures and terrain. Additionally, the operation of the Project, along with the operation of other unrelated projects, would be subject to applicable requirements from the City's noise ordinance, which limits the exterior noise levels at residences. Hence, for these two reasons, cumulative impacts to outdoor ambient noise levels resulting from Project stationary sources would be less than significant.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on noise as it relates to groundborne vibration, exposing people residing or working within an airport land use plan to excessive noise levels, and cumulative noise impacts; therefore, no mitigation is required and no significant, unavoidable adverse impacts would occur.

2.3.14 Population and Housing

Induce Substantial Population Growth

Short-Term Construction Impacts

Construction activities at the Project site would lead to the temporary need for construction workers, which may come from the City, other areas of Los Angeles County, or elsewhere within the SCAG region. The proposed Project involves fairly common construction requirements that would not require a highly specialized labor force to permanently relocate from other regions. Construction of the Project is anticipated to start in June 2023, in which construction would last approximately 26 months, ending in August 2025. The different construction activities require specific skill sets for a much shorter duration than the overall construction schedule. Because

construction workers would not be needed continuously and only for varying portions of the Project phases, it is reasonable to assume that workers/crews would work at the Project site on a temporary basis only, and thus, are not likely to relocate their households as a consequence of the construction job opportunities presented by the Project. Because the demand for construction workers would be short-term, and because the Project site within an urban metropolitan region with a high diversity of skilled labor, a permanent need for new workers to relocate in order to accommodate the proposed Project's temporary construction workforce is not anticipated. Any changes in the City or regional population, housing, or employment due to short-term construction activities would be less than significant.

Long-Term Operational Impacts

The proposed Project would demolish some of the existing structures on the Project site, including a 2-story office building, two 1-story commercial buildings, and surface parking. The Project site also contains an existing 8-story office building and 1-story bank drive-through, which would remain in place. The Project would redevelop the site with the construction of a 7-story multi-family residential building, consisting of 319 dwelling units with various residential amenities throughout the building and Project site. An outdoor plaza would be constructed between the 8-story office tower and the proposed residential building. In addition, approximately 750 square feet of lobby space within the existing 8-story building would be converted into a café, while the alleyway adjacent to the eastern boundary of the site would be converted into a pedestrian paseo. The Project would also include a total of 576 parking spaces, contained within two above-ground parking areas, within Levels 1 and 2 of the proposed building, and two subterranean parking levels. Implementation of the proposed Project would not require a General Plan Amendment or Zone Change. Therefore, the proposed Project would directly result in building new housing where housing currently does not exist.

Population Projections

SCAG estimated that Los Angeles County had 10,407,000 residents in 2020 and estimates the county would have 11,647,000 residents by 2045. The U.S. Census Bureau determined the City had a total of 56,681 residents in 2020 and SCAG estimates 62,200 residents by 2045. As such, the forecasted population growth for the City of Arcadia is 5,519 persons between 2020 and 2045.

Using population and housing estimates from the California Department of Finance, the City has an occupancy rate of 2.85 persons per household (DOF 2021). Assuming 2.85 persons per household, the proposed Project's residential units would accommodate 909 individuals. Additionally, it is likely that the proposed residential units would accommodate a combination of existing residents and new residents that either currently work within the City and/or new residents that would be hired as a result of projected employment generation within the City. Additionally, the City's 2021 housing vacancy rate of 6.3% is slightly less than Los Angeles County's housing vacancy rate 6.4% (DOF 2021).

The U.S. Census Bureau determined, based on the 2020 Census results, there were 56,364 residents in the City in 2010 (U.S. Census 2021). The City's General Plan estimated a buildout population of 61,994 residents by 2035 (see Table 4.11-5). SCAG's Connect SoCal projections of 62,200 persons by 2045 represents an expectation that the City will meet the population growth set forth in the General Plan. When considering the 2035 buildout of the General Plan, it can be interpreted that the proposed Project's anticipated population of 909 residents would be fulfilling a 2035 population projection that was anticipated at the time of the preparation of the City's General Plan.

The proposed Project would accommodate an expected 909 residents which would be counted within the overall population growth projections included in the Connect SoCal of 5,519 residents between 2020 and 2045.

The proposed Project would be considered growth-accommodating rather than growth-inducing in that the proposed Project's 319 new residential units would accommodate 909 residents, which are anticipated to be a mix of current and future residents to the City. If all 909 residents would be new to the City, the Project would be within the overall population growth projections included in the Connect SoCal.

Because the proposed Project would support SCAG's goals and strategies for growth in the region and because the proposed Project would assist the development of new housing and improves the City's job/housing balance, impacts related to population growth would be less than significant.

Employment Projections

The Project would develop a new residential building, which would require staffing to support on-site services. In addition, the proposed Project would include 8 live/work units. As further detailed in Appendix K-2 of this Draft EIR, approximately 9,281 square feet of the live/work units would be considered a commercial/retail land use. The Project also includes the interior renovation of the existing 8-story office tower in order to convert the space into a new 750 square foot café. Given that the existing office and commercial land uses on site would be demolished, the Project would result in a loss of approximately 50 potential jobs and the proposed Project is anticipated to generate approximately 30 jobs. Therefore, the proposed Project is estimated to generate a net loss of approximately 20 jobs as compared to existing conditions.

Although the proposed Project would result in a loss of 20 employment opportunities at the Project site, the proposed Project would not result in a significant effect to the City or region. According to the California Employment Development Department, preliminary results find approximately 10.4% (529,700 persons) of the Los Angeles County's 5,108,400 person-labor force were unemployed as of July 2021, and approximately 7.8% (2,300 persons) of the City's 29,300 person-labor force were unemployed in July 2021 (EDD 2021). Given the fact that unemployment rates during COVID-19 may be skewed when compared to previous years, the 2019 rates were also evaluated. According to the California Employment Development Department, approximately 4.6% (234,400 persons) of the Los Angeles County's 5,090,800 person-labor force were unemployed as of July 2019, and approximately 3.7% (1,100 persons) of the City's 29,800 person-labor force were unemployed in July 2019 (EDD 2021). As such, it can be assumed that many of the 30 new jobs would be filled by individuals that live within the City.

As previously discussed above, the number of jobs in the City would decrease by approximately 20 positions as a result of the Project. Therefore, the proposed Project would not contribute to SCAG's employment growth projections in Los Angeles County, nor would the Project contribute to SCAG's employment growth projections for the City. Instead, the estimated loss of 20 jobs at the Project site resulting from the proposed Project would represent a nominal change to the City's jobs-rich community, as further described below.

Housing Projections Analysis

SCAG projects that Los Angeles County will have an increase of 647,000 housing units between 2020 and 2045, and that the City will have an increase of 1,111 units during this same period. The proposed Project's 319 residential units would represent 0.05% of SCAG's projected housing for Los Angeles County and 28.7% of the projected housing for the City. Therefore, the proposed Project's housing units would not exceed the projections for housing within the City, as set forth in the 2020–2045 RTP/SCS.

California's housing element law requires that each city and county develop local housing programs designed to meet its fair share of existing and future housing needs for all income groups. This effort is coordinated when preparing the state-mandated Housing Element of the City's General Plan. This fair share allocation concept seeks to ensure that each jurisdiction accepts responsibility for the housing needs of, not only its resident population, but for all households that might reasonably be expected to reside within the jurisdiction, particularly lower income households. This assumes the availability of a variety and choice of housing accommodations appropriate to their needs, as well as certain mobility among households within the regional market.

Because the proposed Project will be occupied within the timeframe of the 6th Cycle, it is most relevant to the analysis. The City's fair share allocation for the planning period is 3,214 units. This indicates that between the years 2021 to 2029, the City needs to accommodate at least 3,214 housing units, consisting of a variety of housing types to accommodate extremely low, very low, low, moderate, and above moderate-income households to keep pace with housing demand. The proposed Project would create new housing and would include affordable housing in accordance with SB 1818. The specific allocation between the types of low-income housing has yet to be determined; however, the proposed low-income units would satisfy a portion of the City's mandated 6th Cycle RHNA allocation.

As such, the proposed Project's 319 new residential units would assist the City in meeting the mandated RHNA allocation and would be consistent with and supportive of the City's Housing Element projections for new residential units within the City.

Jobs/Housing Balance

The City is considered to be a jobs-rich community. The proposed Project would generate additional housing available for the community, as the jobs-housing balance of the proposed Project would be 0.09:1[4], which is a housing-rich project. As such, the proposed Project would be contributing additional housing to the City's jobs-rich community and would assist in meeting the mandated RHNA allocation of housing units. In conclusion, the proposed Project would facilitate a more balanced jobs-housing profile for the City by adding more housing to a city with an approximately 1.6:1 jobs to housing ratio (SCAG 2020b).

Displace Substantial Numbers of Existing Housing or People

The Project site, under existing conditions, consists of surface parking as well as the commercial and office space. No housing units are located on the Project site. Thus, Project implementation would not require demolition of existing housing or displace people or housing. The proposed Project would include the construction of a mixed-use development that would add approximately 319 housing units to the City. Impacts would be less than significant.

Cumulative Effect

Assuming 2.85 persons per household, the proposed Project's residential units would accommodate 909 residents. Additionally, the Project is estimated to result in a net loss of 20 employees as compared to the existing conditions. The remaining cumulative projects would primarily be increasing employment in the City and potentially further exacerbating the jobs-rich profile of the City, which could increase the vehicle miles traveled between employment centers and residential land uses. While the proposed Project would provide employment opportunities to the local and regional area, the net loss of employment opportunities on site would not contribute to current projections for employment growth in the City or Los Angeles County. The planned growth of cumulative projects within the City includes over 73,795 square feet of additional commercial development. With the addition of the 319 housing units, the proposed Project is anticipated to facilitate a more balanced jobs-housing profile for the City of Arcadia.

[4] 30 jobs and 319 housing units = 30/319 = 0.09

A total of 486 units are proposed within one mile of the Project site, all of which are within the City limits. In addition to the proposed 319 units of housing growth by the Project, the cumulative total would be estimated at 805 new units. Given that the City's Housing Element is currently undergoing an update in accordance with State law and at the time of this Draft EIR's production, state and regional projections are used for analysis comparison. The California Department of Finance estimates 21,289 units exist within the City. Moreover, SCAG estimates a total of 22,400 units would be built by 2045. As such, the addition of 805 units would result in 22,094 new units in the City once the proposed Project is operational in 2024. Therefore, the estimated household growth is within the state and regional growth projections. Furthermore, the proposed housing growth generated by the Project would further the goals and strategies of SCAG and the City's General Plan by providing housing in an urban setting in close proximity to transit, while contributing to a more balanced jobs-housing community. Although, the proposed Project's residential population would not exceed SCAG's population projections, it can also be assumed that many of the residential units would accommodate workers within the City and could reduce vehicle miles traveled by providing housing in proximity to employment centers.

Cumulative population growth could be assumed using the previously identified 2.85 persons per household. Thus, the related projects could result in approximately 1,385 persons. In addition to proposed population growth generated by the Project (909 residents), a total of 2,294 persons is anticipated. As such, 58,975 persons are estimated at build out of both the related projects and the proposed Project, which is within SCAG's projected population growth of 62,200 persons for the City by 2045. Thus, it is not anticipated that the proposed Project, in combination with other future foreseeable projects, would create a cumulatively considerable impact to population, housing or employment.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on population and housing related to inducing growth during construction and displacing a substantial number of people or housing; therefore, no mitigation is required, and no significant, unavoidable adverse impacts would occur.

2.3.15 Public Services and Recreation

Fire Protection

Construction

Construction activities associated with the proposed Project may temporarily result in a slight increase demand for fire protection and emergency medical services. Construction activities may involve the operation of construction equipment and machinery, storage, handling, and disposal of combustible materials, and the use of flammable or toxic materials.

To comply with California Department of Industrial Relations, Division of Occupational Safety and Health and Fire and Building Code requirements, construction managers and personnel would be trained in fire prevention and emergency response, and fire suppression equipment specific to construction would be maintained on site. Project construction would comply with all applicable codes and ordinances related to the maintenance of mechanical equipment, handling and storage of flammable materials, and cleanup of spills of flammable materials. City and state regulations and code requirements would, in part, require personnel to be trained in fire prevention and emergency response, maintenance for fire suppression equipment, and implementation of proper procedures for storage and handling of flammable materials. Thus, compliance with regulatory requirements would reduce the potential for construction activities to expose people to the risk of fire explosion related to hazardous materials.

Section 21806 of the California Vehicle Code allows drivers of emergency vehicles to have a variety of options for avoiding traffic, such as using sirens to clear a path of travel and driving in the lanes of opposing traffic. Based on these considerations, construction of the proposed Project would not be considered a high-risk activity, and the AFD is equipped and prepared to deal with construction-related traffic and fires, should they occur. Due to compliance with applicable codes and fire safety standards, Project construction would not adversely impact firefighting and emergency services in their ability to maintain acceptable service ratios, response times or other performance objectives for fire protection. Therefore, impacts are less than significant, and no mitigation is required.

Operation

The Arcadia Fire Department (AFD) currently serves the Project site and the surrounding area. Each additional development that provides net new square footage creates a greater demand on existing resources. The increased use of the Project site resulting from the Project would be expected to increase the frequency of emergency response calls relative to existing conditions. However, for the reasons enumerated below, the proposed increase in development intensity at the Project site would not result in substantial adverse physical impacts associated with the need for new or expanded fire protection facilities.

The need for new or expanded public services (such as fire protection facilities/structures/buildings) is associated with a substantial population increase, a substantial increase in developed structures, and/or a substantial increase in fire activity, such as wildfire hazards. Project employment and new residential uses would result in a net loss of approximately 20 employees (as compared to existing conditions) and 909 new residents on the Project site. The proposed Project would support SCAG's goals and strategies for growth in the region.

The Project site is currently served by three existing fire stations (Stations 105, 106, and 107). The AFD stated that as the City continues to develop high density projects, call volume for fire services will continue to increase, which will result in longer response times. With the addition of the proposed Project, services would be incrementally impacted. However, the AFD has indicated that the proposed Project would not directly result in the need for new facilities and/or physically altered facilities in order to maintain acceptable service ratios, response times, or other performance objectives of the AFD. No expansion of fire department facilities is currently contemplated or required to serve the proposed Project, and no new fire stations are required to serve the proposed Project (Appendix J-1). Therefore, impacts would be less than significant and no mitigation is required.

Furthermore, the proposed Project would be designed and constructed in accordance with all applicable provisions of the fire code, which includes requirements for adequate fire flows, width of emergency access routes, turning radii, automatic sprinkler systems, fire alarms, and floor to sky height limits along emergency access routes. Compliance with the fire code standards would be ensured through the plan check process and fire review prior to the issuance of building permits for the Project. More specifically, the proposed Project would be designed to include the following fire protection features, which would help prevent fire hazards: appropriate roadway access for fire lines, AFD connections and fire sprinkler system control valves, and a fire alarm system. The building would also be equipped with fire pumps and alarms consisting of smoke detection, voice alarm capability, and visual alarms. These fire safety features and compliance with fire code standards would reduce the potential demand for fire services by decreasing the likelihood and/or severity of a fire emergency at the site.

The operational phase of the proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Hazardous materials would be limited to use of commercially available cleaning products, landscaping chemicals and fertilizers, and various other commercially available substances typically used at office and residential establishments. Although the Project would introduce

commercially available potentially hazardous materials, such as cleaning supplies and landscaping products, to future residents, employees, and visitors of the Project site, the use of these substances would be subject to applicable federal, state, and local health and safety laws and regulations that are intended to minimize health risk to the public associated with hazardous materials. The use of commercially available hazardous materials would not significantly impact AFD services.

According to the Engineering Due Diligence Report (Appendix G of this Draft EIR) there are three mains located on the Project site available for domestic water and/or fire services connections. The specific location of new connections required for Project implementation and pipe sizing would be based upon the City's requirements and subject to City approval. The system must provide adequate water supply for operation of the building's domestic requirements, automatic sprinkler systems and fire hydrants. Fire flows for the proposed development must be based on the requirements listed in the California Fire Code that is in effect at the time of plan submission, as amended by the City.

The Project site is located within an urbanized area and is not located within a Very High Fire Hazard Severity Zone (CAL FIRE 2021). The Project is surrounded by roadways and developed properties on all sides and is entirely developed, so it is not susceptible to exacerbating wildfire risks. Further, the Project site does not contain extensive amounts of vegetation or wildland fuel. Therefore, the Project would not result in increased potential for wildland fire hazards that could affect AFD services.

Given the reasons described above, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities. Impacts would be less than significant and no mitigation is required.

Police Protection

Construction

There is the potential for Project construction activities to create an increase in demand for police protection services, as construction sites can be sources of attractive nuisances, can provide hazards, and can invite theft and vandalism when not properly secured. This could result in an increase in the demand for police protection services. During construction, the Project Applicant/developer or its construction contractor would implement temporary security features including security fencing, lighting, and locked entry. These features would reduce the need for police protection services during the Project's construction phase. Potential short-term construction impacts to police services would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, and impacts would be less than significant and no mitigation is required.

Operation

As with fire protection services, the increased use of the Project site attributable to the proposed Project would be expected to increase the frequency of emergency and non-emergency calls to the Arcadia Police Department (APD). While the Project site currently places some demand on the APD due to the occupied commercial and office buildings, the proposed Project would increase demands relative to existing conditions. The APD has stated that the existing police station facilities are sufficient to provide service to the proposed Project and that the development of the proposed Project would not result in the need for new facilities and/or physically altered facilities to maintain acceptable service ratios, response times, or other performance objectives (Appendix J-2).

The Project site is currently served by the APD at 250 West Huntington Drive. No expansion of this facility is currently contemplated or required for the proposed Project (Appendix J-2). Payment of development fees by the Project Applicant/developer would be used to offset the costs of increased personnel or equipment that could be required to maintain acceptable service ratios, response times, and other performance objectives. The proposed Project would incorporate operational practices and design elements to increase safety and to reduce the potential for crime to occur, including constructing buildings equipped with alarm systems and access controls, and clear visibility of public spaces and pedestrian corridors. Signage and lighting would be used to facilitate wayfinding and safe pedestrian movement throughout the site and within the proposed buildings.

The APD has reported the current APD established performance standards are being achieved and the existing police station is sufficient to provide service to the proposed Project (Appendix J-2). For these reasons, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities and potential impacts would be less than significant and not mitigation is required.

Schools

The proposed Project's approximately 909 residents would generate students that would attend AUSD schools. Using the student generation rates from AUSD, at 319 dwelling units, the Project could generate approximately 137 new students (Appendix J-3). Communication with Arcadia Unified School District (AUSD) indicates the existing schools are sufficient to support the proposed Project, and that all schools are below their capacity, even when including the projected increases due to the Project (Appendix J-3). Education Code Section 17620 allows school districts to assess fees on new residential and commercial construction within their respective boundaries. Pursuant to California Government Code Section 65995, the payment of these fees by a developer serves to fully mitigate all potential project impacts on school facilities from implementation of a project to less-than-significant levels. Sections 65996(a) and (b) state that such fees collected by school districts provide full and complete school facilities mitigation under CEQA. These fees can be collected without special city or county approval, to fund the construction of school facilities necessitated by the impact of residential and commercial development activity.

The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. The maximum fees authorized under SB 50 apply to zone changes, general plan amendments, zoning permits and subdivisions. Pursuant to SB 50, the applicant would be required to pay development fees for schools to AUSD prior to the issuance of the Project's building permit. The provisions of SB 50 are deemed to provide full and complete mitigation of school facilities impacts, notwithstanding any contrary provisions in CEQA or other state or local law. Therefore, with the payment of the applicable school fees, the operation of the Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts to maintain acceptable service ratios, or other performance objectives for schools. As such, impacts on schools would be less than significant and no mitigation is required.

Parks

The Project would include 909 new residents. At least a portion of these residents are anticipated to patronize the various public parks and recreation facilities located in proximity to the Project site. The Project would redevelop the space between the existing office building and the proposed residential building with a new paseo and outdoor plaza. This community open space area would include on-site wayfinding features, minimized vehicular access, flexible pedestrian space, seating, trees and enhanced plantings, lighting, bicycle parking. The proposed Project

would provide approximately 23,957 square feet of private open space and 17,398 square feet of public open space, which exceeds the City's requirement for 31,900 square feet of open space.

The CDPR minimum standard of park space is approximately 3 acres per 1,000 residents. The Los Angeles County average is 3.3 acres per 1,000 residents, and the City's strives to provide a minimum of 2.43 acres per 1,000 residents. The City and the County currently differ on where the City stands regarding the acreage per 1,000 resident ratio because they each use different methodologies for determining the available park acreage. According to the LACDPR, under existing conditions the City currently provides 1.32 acres of parkland per 1,000 residents (Appendix J-4), and according to the ARCSD, the City provides 2.38 acres per 1,000 residents (Appendix J-4). According to both agencies, the City is not currently meeting the acre per resident goal of 3.3 acres (County) and 2.43 acres (City) per 1,000 residents, respectively. When the projected population increase related to the Project is incorporated, the City would continue to underperform when compared to the standards provided by both the City and the County.

The state utilizes a slightly different model for calculating park service ratios. As previously discussed, the CDPR FactFinder tool calculates parks acreage per 1,000 residents within a half-mile radius of a given center point (i.e. 150 North Santa Anita Avenue). According the CDPR, under existing conditions, the Project site is in a location with an abundance of park space (19.68 acres per 1,000 residents), which significantly exceeds the minimum standards provided by the CDPR, LACDPR and ARCSD. Under projected Project conditions, the City would continue to exceed the minimum acreage standards by at least a factor of five (CDPR 2021). The City does not consider the Special Parks, Joint-Use Parks and Facilities, County Parks and Facilities as municipal assets for recreation and does not take credit for these facilities in the calculation of acres of parkland per residents. However, these additional 545 acres of parks and recreation facilities within the City do provide an important asset for the City residents and towards the overall available open space and recreation amenities within the City.

Nevertheless, the City does not currently provide the 2.43 acres per 1,000 residents, as required by the City's General Plan. In order to address the additional demand on recreational facilities within the City, the proposed Project would be subject to the City's Council Resolution 6602, Park Facilities Impact Fee (Section 9105.15.040 of the City's Development Code), which requires new development projects to pay impact fees, which would support park improvements as well as fund capital costs for new and existing recreational infrastructure. Pursuant to the Park Facilities Impact Fee resolution, the Project Applicant/developer would pay its fair share of impact fees based on the fee category and adopted impact fee rates. While the ARCSD indicates that new park facilities would be required under both existing and Project conditions to meet the City's performance standards, the mitigation fees paid to the City as part of the proposed Project would fairly compensate for the Project associated increase in demand or use of park facilities. Fees for the proposed Project are currently set at $3.73 per square foot, which applies to all multifamily housing developments (City of Arcadia 2021a). Further, the Project would include common open space areas, including an outdoor pool area, fire pit, barbeque dining area, game lounge, and a lawn/grassy area, as well as an outdoor passive court. These on-site amenities would provide an alternative to off-site public parks and recreational facilities, allowing the Project's residents to recreate on the Project site while incrementally reducing impacts to off-site public parks and recreational facilities. Therefore, with required payment of fees as mandated by the City's Development Code, impacts associated with the need for new or expanded park facilities would be less than significant and no mitigation is required.

Other Public Facilities

Other public facilities and services provided within the City include library services. Library services are provided at the APL located at 20 West Duarte Road, approximately 0.9-mile south of the Project site. The APL indicated that

although library staffing is currently not meeting their goal of a 0.9-ratio of staff per 1,000 residents, this existing staffing deficit would not result in the need to provide any new library facilities and/or physically altered facilities to maintain performance objectives of the Arcadia Public Library (Appendix J-5).

Another library located within the City boundaries is the Live Oak Library, which is managed by the County and located 2.8 miles south of the Project site at the far southern end of Arcadia. The County levies a developer fee for new residential projects within the unincorporated County and levies a special tax on parcels within 10 incorporated cities, excluding Arcadia. As such, the proposed Project is outside of the Live Oak Library service area and is not subject to any fees. The County's library is 2.8 miles away from the Project site and is not anticipated to be utilized frequently by proposed Project residents, as the APL is located almost two miles closer to the site.

The proposed Project is a mixed-use development project that would contribute to the tax revenues for the City, thereby contributing to potential funding sources for library services. As stated above, the APL has indicated that no new library facilities are required to serve the proposed Project. Therefore, impacts to other public facilities in the area resulting from the proposed Project would be less than significant and no mitigation is required.

Increase in the Use of an Existing Neighborhood, Regional Park, or Recreational Facility

The Project would include 909 new residents. As previously discussed, the ARCSD is responsible for developed park land that provides a wide variety of attractions and amenities. The City also offers a wide variety of recreational programs and activities for residents, which have transitioned to become entirely virtual, for the time being. Virtual offerings include soccer drills and yoga classes for kids and seminars for adults and seniors. At least a portion of the potential future residents are anticipated to patronize the various public parks and recreation facilities located in proximity to the Project site. Pursuant to the Section 9105.15.040 of the Development Code, the Project Applicant/developer would pay its fair share of impact fees based on the fee category and adopted fee rates, currently set at $3.73 per square foot for multifamily developments. While the ARCSD indicates that new park facilities would be required under both existing and Project conditions to meet the City's performance standards, the mitigation fees paid to the City as part of the proposed Project would fairly compensate for the Project associated increase in demand or use of park facilities. Fees for the proposed Project are currently set at $3.73 per square foot, which applies to all multifamily housing developments (Appendix J-4). Further, the Project would include common open space areas, including an outdoor pool area, fire pit, barbeque dining area, game lounge, and a lawn/grassy area, as well as an outdoor passive court. These on-site amenities would provide an alternative to off-site public parks and recreational facilities, allowing the Project's residents to recreate on the Project site while incrementally reducing impacts to off-site public parks and recreational facilities.

As such, with payment of the required development impact fees related to parks and recreation in combination with provision of on-site recreational facilities, the Project would meet the anticipated demand for neighborhood and regional parks or other recreational facilities. Project residents and, to a certain extent, the public utilizing the improved pedestrian corridor and/or café, would have access to adequate on-site recreational facilities, which would offset increased use of existing parks and recreational facilities in the City. Therefore, implementation of the Project would not result in a substantial increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur. Impacts to neighborhood and regional parks would be less than significant and no mitigation is required.

Inclusion of or Requirement for Construction/Expansion of Recreational Facilities

The performance standard for different responsible park agencies ranges between 2.43 to 3.30 acres per 1,000 residents and the City is currently underperforming on a City-wide basis. However, within the immediate Project

area, there is an abundance of park space under both existing and projected Project conditions. The Project would also include common open space areas, as well as landscaped areas around the Project site, including an outdoor pool area, fire pit, barbeque dining area, game lounge, and a lawn/grassy area, as well as an outdoor passive court. The construction of these common open space areas and associated recreational amenities is analyzed under this EIR. As demonstrated throughout this Draft EIR, any environmental impacts as a result of Project implementation would be reduced to a less-than-significant level through the incorporation of the mitigation measures described throughout. Additionally, the Project would be subject to the Park Facilities Impact Fee resolution, which requires new development projects to pay impact fees, which would support park improvements as well as fund capital costs for other new and existing infrastructures. Pursuant to the Impact Fee, the Applicant/developer would pay its fair share of impact fees based on the fee category and adopted fee rates, currently set at $3.73 per square foot. As such, Project implementation would not require the construction or expansion of recreational facilities, and impacts would be less than significant.

Cumulative Effects

The cumulative study area used to assess potential cumulative population and housing impacts includes the City of Arcadia, AFD and APD service areas, and the AUSD. Cumulative impacts on public services including fire and police protection, parks, and schools would result when projects collectively increase demand on services such that additional facilities or services must be constructed or provided.

Fire Protection

A cumulatively significant impact related to fire protection and emergency services could occur as a result of population growth and development within the AFD service area due to the Project and cumulative projects. The Project, along with cumulative projects, could result in increased calls and demands for fire protection and emergency services. The AFD stated that as the City continues to see higher density projects, call volume will continue to see an increase, which will result in longer response times. Additionally, response times would inevitably increase due to the increased burden of access associated with responding to incidents in multi-story developments—such as the proposed Project—including the need to traverse up and/or across through stairwells, elevators, and/or use of the aerial ladder. In addition, in downtown Arcadia there are a number of new mixed-use buildings of similar density to the proposed Project being contemplated.

As such, the AFD is currently conducting analysis of the call response times and staffing resources that may be necessary to keep response times within the City's guidelines. This analysis may result in a AFD Program or Impact Fee and may result in a fair share contribution from this Project, as described under “Conditions of Approval” above, as well as subsequent projects in the downtown area. This AFD Program or Impact Fee would fund solutions to address the densification and multi-story development within the City and the downtown area specifically. An anticipated solution to be funded by the AFD Program or Impact Fee to help decrease response times and increase emergency response safety would be the implementation of an alerting or pre-emption system that is integrated with the City's traffic light system. An example of such a system is HAAS ALERT. Such a system would not result in physical impacts to the environment, as such technologies generally consist of a software program that would be mounted to the existing traffic lighting system on existing streets. The AFD is currently working on a study that will apply to the downtown area.

The AFD has not identified the need for any new or altered fire stations or governmental facilities that would have the potential to result in substantial adverse physical impacts, 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. Therefore, potential cumulative impacts would be less than significant, and no mitigation is required.

Additionally, both the Project and cumulative projects would be subject to the requirements of the fire code standards. This would be ensured through the plan check process and fire review prior to the issuance of building permits for the Project and cumulative projects. Furthermore, the Project and cumulative projects would coordinate with the Arcadia Fire Department Fire Prevention Division to ensure fire flow requirements are met and any required upgrades to the existing water distribution system are addressed for each individual project. As determined by AFD, existing fire protection facilities are sufficient to meet the proposed Project (Appendix J-1). Based on the above considerations, the Project's contribution to cumulative impacts to fire protection services would be less than significant.

Police Protection

A cumulatively significant impact related to police protection services could occur as a result of population growth within the APD service area due to the Project and cumulative projects. The APD has stated that the existing police station facilities are sufficient to provide service to the proposed Project and that the development of the proposed Project would not result in the need for new facilities and/or physically altered facilities to maintain acceptable service ratios, response times, or other performance objectives (Appendix J-2). As with the proposed Project, the applicants of the cumulative projects would be required to incorporate appropriate safety features into the design and construction of their respective projects to minimize the potential for crime and to maximize safety, ultimately minimizing the need for police protection services. In addition, the cumulative projects would contribute to funding police protection services or new facilities through development impact fees. Based on the above considerations, the Project's contribution to cumulative impacts to police protection services would be less than significant.

Schools

The increase in student population as a result of the proposed Project and cumulative residential projects could require the construction or expansion of school facilities. The proposed Project itself, as determined by AUSD would not result in significant impacts on service demand (Appendix J-3). While most cumulative projects require discretionary actions, they would incrementally increase the need for school facilities. However, Education Code Section 17620 allows school districts to assess fees on new residential and commercial construction within their respective boundaries. Pursuant to California Government Code Section 65995, the payment of these fees by a developer serves to fully mitigate all potential project impacts on school facilities from implementation of a project to less-than-significant levels. Sections 65996(a) and (b) state that such fees collected by school districts provide full and complete school facilities mitigation under CEQA. Therefore, the increase in the demand for school facilities and services due to cumulative development would be less than significant level by the payment of development impact fees.

Parks and Recreational Facilities

Buildout of the Project along with cumulative projects would increase use of existing local and regional parks and could result in the accelerated deterioration of park and recreation facilities. As discussed, the Project itself would result in less than significant impacts to park and recreation facilities. The deterioration that would occur to local parks and recreational facilities from regional population growth may be offset with funding from new development through Park Facilities Impact Fees. Cumulative projects would be required to demonstrate compliance with CEQA prior to Project approval, and existing federal, state, and local regulations related to parks and recreational facilities would mitigate potential adverse impacts to the environment that may result from the expansion of such facilities. Therefore, the Project would not result in a cumulatively considerable contribution to a significant cumulative impact to park facilities.

Other Public Facilities (Libraries)

Future cumulative development would generate new tax revenues and would be subject to the City's development impact fees, which act as funding sources for City libraries. The proposed Project itself, as determined by the APL, would not result in new physical facilities (Appendix J-6). The Project and cumulative projects would be required to fund their fair share of an established fee program designed to alleviate the cumulative impact. These revenues would help offset the increase in demand for library services as a result of the Project. Therefore, cumulative impacts to library services would be less than significant.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on police and fire protection services, parks, schools, and other public facilities as well as impacts related to recreation; therefore, no mitigation is required, and no significant, unavoidable adverse impacts would occur.

2.3.16 Transportation

Conflict with Circulation System Plan, Ordinance, or Policy

RTP/SCS Consistency Analysis

The Project would facilitate a more balanced jobs-housing profile and once constructed, would continue to support regional economic development. In addition, the Project site's vicinity is served by existing public transit including Metro Routes 79, 187, and 287 and the Metro L Line; Foothill Transit Line 187; and Arcadia Transit's Green and Red Lines. Project development would increase transit accessibility of jobs and services within the Project site's vicinity and would bring residential development the City's Downtown, which contains a mix of office and commercial development uses, thereby reducing travel demands for people. Further, the Project includes objectives to support walkability and increased pedestrian access to support connectivity with the nearby Arcadia Metro L Line Station. For these reasons, the proposed Project would not conflict with the applicable goals in the RTP/SCS.

City of Arcadia General Plan Consistency

The Project would be consistent with the applicable goals and policies of the City's General Plan. The project would not hinder the City's ability to provide an efficient roadway system that serves all transportation modes and balances the roadway system with planned land uses. The project would support the City's goals to provide a connected, balanced, and integrated bicycle and pedestrian network by developing a mixed-use project that promotes pedestrian connectivity with the City's Downtown and includes on-site improvements to facilitate circulation and community cohesion within the existing environment.

Transit, Bicycle, and Pedestrian Facilities

The proposed Project would support transit, bicycle, and pedestrian circulation throughout the Project site and the surrounding environment and would not conflict with any plans or policies regarding existing or proposed transit, bicycle, and pedestrian facilities in the study area.

The Project would include bicycle parking as well as on-site improvements to support pedestrian connectivity with the City's Downtown and nearby Arcadia Metro L Line Station. Site improvements include redeveloping the space between the existing office building and the proposed residential building with a new paseo and outdoor plaza. This community open space area would include on-site wayfinding features, minimized vehicular access, flexible

pedestrian space, trees and enhanced plantings, lighting, and bicycle parking. Additionally, the alleyway adjacent to the eastern boundary of the Project site would be partially converted into a pedestrian and bicycle paseo and would facilitate connectivity between the Arcadia Metro L Line Station and the City's downtown amenities. Stairs and a ramp would be installed on the Project site's southwest side between the residential building and existing office tower, which would create an entrance to the paseo to the north from Wheeler Avenue. Pedestrian access is also proposed to provide access to the paseo from the garage. The northern lobby would be accessible via the alley and Santa Clara Street, and the southern lobby would be accessible via the alley and Wheeler Avenue. Sidewalks and other designated pathways would follow direct and safe routes from the external pedestrian circulation system to each building on the Project site. All pedestrian areas within the Project site would meet American Disability Act (ADA) requirements and adhere to City design guidelines. Bicyclist and pedestrian safety would be maintained at existing levels in the area. Additionally, the Project would not conflict with or result in the change of bus routes in the study area; therefore, the Project would not severely delay, impact, or reduce the service level of transit in the area. Therefore, the Project would not adversely affect, in a manner that conflicts with, an applicable program, plan, ordinance, or policy, addressing the performance of the circulation system, including public transit, roadway, bicycle or pedestrian facilities. Impacts would be less than significant.

Conflict with CEQA Guidelines Section 15064.3 (b)

State CEQA Guidelines Section 15064.3(b) focuses on newly adopted criteria (VMT) adopted pursuant to SB 743 for determining the significance of transportation impacts. The following VMT analysis is based on the City of Arcadia Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (City of Arcadia 2020) and OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018). As shown in the analysis below, the Project would be screened from a project-level analysis and no impacts due to conflicts or inconsistencies with Section 15064.3(b) are presumed, and impacts would be less than significant.

Screening Criteria

The City's Guidelines provide three types of VMT screening that can be applied to the proposed Project to screen from a project-level VMT assessment. The screening criteria are consistent with the recommendations provided in OPR's Technical Advisory.

Transit Priority Area (TPA) Screening

Projects located within a TPA may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may not be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization)
4. Replaces affordable residential units with a smaller number of moderate- or high-income residential units

As shown in Appendix K-1, the proposed Project is located within a TPA. The Arcadia Metro L Line Station (East Los Angeles to Azusa) is located approximately 400 feet north of the Project site, with a weekday peak service frequency of five minutes. Additionally, the nearest bus service is provided by LA Metro Routes 79 and 287, along with Foothill

Transit Route 187, with stops along 1st Avenue, Huntington Drive, and Santa Anita Avenue surrounding the Project site. Peak frequencies range between 10 minutes (78/79 within the downtown Los Angeles area) and 40 minutes (LA Metro Routes 79 and 287 within Arcadia). As previously noted, Route 79 operates in conjunction with Route 78 within the downtown Los Angeles area, upon which the route splits into two separate lines in the City of Alhambra, with Route 79 traveling along Huntington Drive. Foothill Transit Route 187 operates with peak service frequencies of 20 minutes. Although the nearby bus transit services do not operate with peak service frequencies of 15 minutes or less, the Project site is located within one-half mile of a TPA as the Arcadia Metro L Line Station serves a Major Transit Stop, operating with a weekday peak service frequency of 5 minutes. Therefore, the Project can be screened out using this criterium.

Low VMT Area Screening

Residential and office projects located within a low VMT- generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area. This presumption may not be appropriate if the Project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips.

For this screening, the SCAG travel forecasting model was used to measure VMT performance for individual traffic analysis zones (TAZs). TAZs are geographic polygons similar to Census block groups used to represent areas of homogenous travel behavior. Total daily VMT per service population (population plus employment) was estimated for each TAZ.

The SGVCOG screening tool (available at https://www.sgvcog.org/vmt-analysis-tool) was used to determine whether or not the proposed Project would be located in a low VMT-generating area. Per the City's guidelines, a low VMT-generating area is determined as 15% below the subarea baseline home-based VMT per capita and VMT per employee. The VMT per Capita for the project TAZ is 11.78, and the subarea jurisdiction's average is 15.61. Further, the VMT per Worker for the project TAZ is 15.45, and the subarea jurisdiction's average is 19.17. Therefore, the TAZ would be 27.97% and 21.49% below the subarea threshold for VMT per Capita and per Worker, respectively, which would meet the required baseline screening criteria established in the City's guidelines. As such, the proposed Project can be screened out using this criterium.

Project Type Screening

The City's guidelines list local serving land uses that have been identified as having the presumption of a less than significant impact. The land uses include land uses such as local serving schools, parks, day care centers, and local serving retail of less than 50,000 square feet. The uses are those which should be able to demonstrate that its users (employees, customers, visitors) would be existing within the community. The screening criterion also identifies projects that would generate less than 110 daily vehicle trips and having a presumption of less than significant. The proposed residential component of the Project would not fall under a local serving land use and would also generate greater than 110 daily vehicle trips; therefore, this component of the Project cannot be screened out from further VMT analysis using this criterium. However, the 750 square-foot proposed café would serve as a local serving land use and can be screened out using this criterium.

In conclusion, while the residential component of the Project would not be screened out from VMT analysis using the Project Type Screening, based on SB 743 and the revised CEQA guidelines, the City's Transportation Study

Guidelines for Vehicle Miles Traveled and Level of Service Assessment, and the San Gabriel Valley Council of Governments (SGVCOG) VMT Assessment tool, the entire Project would be screened from a project-level VMT analysis because the Project is in a Low VMT generating area within a TPA. Therefore, a VMT analysis is not required and impacts to VMT would be less than significant.

Hazards Due to Geometric Design Feature

Project Access

The existing Project site is currently configured with seven access points. Proposed vehicular circulation to the Project site and parking structure would remove or reconfigure four access points to provide full access drive aisles as well as entrance-only and exit-only locations to and from the proposed parking garage, as follows:

- Project Driveway (Northwest)/Santa Clara Street: *ATM driveway; exit only*
- Alley Project Driveway (Northeast)/Santa Clara Street: *Full access*
- Santa Anita Avenue/Project Driveway (West): *Right-out; exit only (currently right-in; inbound only)*
- Project Driveway (Southwest)/Wheeler Avenue: *Full access*
- Existing Driveway (North)/Santa Clara Street: *To be removed*
- Existing Driveway (South)/Wheeler Avenue: *To be removed*
- Alley Project Driveway (Southeast)/Wheeler Avenue: *To be closed to non-emergency vehicular traffic*
- As noted above, vehicular access to the Project site would be available from the alley on the eastern edge of the Project site from Santa Clara Street. An entrance and exit point to the parking structure is proposed along the alleyway on the east side of the Project site from Santa Clara Street. Two sets of approximately 10 removable bollards are proposed within the eastern alley's right-of-way, closing off the alleyway south of the parking garage entrance to Wheeler Drive from vehicular traffic to facilitate pedestrian and bicycle movement between the L Line Station and Downtown Arcadia. The other parking garage access point is located at the southwest corner of the garage, and can be accessed from Wheeler Avenue, which provides full access to the site. Additionally, an exit-only drive aisle would also provide direct egress to Santa Anita Avenue, south of the existing office building. It must be noted that this drive aisle currently exists and is proposed to remain; however, it is currently designated as an ingress only drive aisle and would be converted to an egress only drive aisle with the development of the proposed Project. Finally, an egress point is provided through the existing ATM exit-only drive-thru at the northwestern corner of the site.
- All reconfigured driveways and internal access points would be designed and constructed to ensure appropriate line of sight and appropriate turning radii. The reconfigured driveways are also proposed to better facilitate the internal site circulation pattern to meet the needs of both the existing and proposed uses. No impacts are anticipated with the reconfigured driveways. The following design features would facilitate access to the drive-thru and maintain flow through the parking garage:
- Wayfinding signage would be provided at all parking garage ingress points for customers prior to entering the garage
- Wayfinding signage would be provided within the parking garage such that customers are directed to the ATM drive-thru, and other users of the site are channeled to parking spaces and garage exits.
- Northbound left-turning movements onto Santa Clara Street would be restricted.

On and Off-site Queuing Analysis

- To ensure the Project would not result in driveway queueing onto Santa Clara street, Santa Anita Street, or Wheeler Avenue, which could create hazards to oncoming traffic, a queuing analysis was conducted at the project driveways and for specific turning movements at adjacent intersections (see Appendix K-2). The queuing analysis was prepared for all project driveways to assess the adequacy of any off-site storage lanes into the Project site, as well as the adequacy of driveway throat lengths and space on-site for vehicles to queue without impacting the internal circulation on the Project site. Queuing was analyzed utilizing the SimTraffic software, which calculates the 95th percentile (design) queue. All queuing analysis data and SimTraffic queuing worksheets are provided in Appendix K2.
- None of the calculated 95th percentile (design) queues exceed storage capacities within the existing left-turn pockets on Santa Clara Street, Santa Anita Avenue, or the two-way-left-turn-lane along Santa Clara Street. None of the queues would conflict with turning movements into or out of the Project site, within the internal access drive aisles, or along eastbound Wheeler Avenue with the addition of Project traffic during the Existing and Opening Year (2024) conditions.
- The longest 95th percentile queue is shown for the westbound, stop-controlled turning movement at the Santa Anita Avenue/Wheeler Avenue intersection, reaching 94 feet in the PM peak hour under Existing plus Project conditions and 96 feet in the PM peak hour under the Opening Year (2024) plus Project conditions. Twenty-five (25) feet is equivalent to approximately one (1) car waiting to exit from the Project driveway onto the adjacent street during the peak hour. Based on this assumption, approximately four (4) vehicles would queue up to the intersection and would not overlap into the Project driveway.

Additionally, the 95th percentile queue for the westbound left-turn lane extends approximately 10 to 15 feet past the striped left-turn pocket, but does not extend past the available stacking distance (as measured from the intersection stop bar to the ATM driveway exit). This is an acceptable queue and would not impede operations at the ATM driveway. In addition, the Project would restrict northbound left-turning movements onto Santa Clara Street given the proximity of the intersection as noted above. As queueing would not exceed available stacking distances, the addition of Project traffic would not create increased hazards due to a geometric design feature or incompatible uses. Impacts would be less than significant and no mitigation is required.

Inadequate Emergency Access

Operation

- All areas of the Project site would be accessible to emergency responders for the long-term operation of the proposed Project. Local access to the Project site would be provided via Santa Anita Avenue, Santa Clara Street, Wheeler Avenue, and 1st Avenue. All the Project access points would be designed according to the City's applicable design standards. The proposed Project would provide adequate access to the Project site, including access for emergency vehicles. The internal drive aisles and loading and parking areas would be designed to comply with City's width, clearance, and turning radius requirements of the Fire Department, which were established to ensure safe and efficient vehicular circulation. Because the project would comply with all applicable local requirements related to emergency vehicle access and circulation, the project would not result in inadequate emergency access. Therefore, operational impacts associated with inadequate emergency access would be less than significant.

Cumulative Effects

Plan, Program, Ordinance, or Policy Addressing Circulation

The proposed Project is consistent with the following plans addressing the circulation system SCAG 2020–20405 RTP/SCS; City of Arcadia General Plan; and the Metro Long Range Transportation Plan. The Project and would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities under cumulative conditions. Therefore, cumulative impacts related to a program, plan, ordinance, or policy related to addressing the circulation system would be less than significant.

CEQA Guidelines Section 15064.3(b)

The Project is located within a low VMT generating area and within a TPA. The Project would be screened from a project-level VMT analysis. Cumulative impacts can be presumed to be less than significant.

Hazardous Design Features

As discussed above, the Project's reconfiguration of the existing site access would not result in hazardous conditions into or out of the Project site. The proposed Project has a completed circulation analysis using LOS methodology provided in Appendix K-2, along with a 95th percentile queueing analysis provided in Appendix K-2 and detailed in the section above, that indicates that the trips generated by the proposed Project would not result in adverse circulation conditions. Because the impacts related to Project access points and circulation are site specific, and would be less than significant, the Project would not contribute to cumulative impacts with respect to hazardous design features.

Emergency Access

The Project would not result in inadequate emergency access and Project impacts to emergency access would be less than significant. As with the proposed Project, driveways and/or circulation modifications proposed in the surrounding area would comply with applicable local, regional, state, and/or federal requirements related to emergency access and evacuation plans. Further, since modification to access are largely confined to the Project site and the immediately surrounding area, Project-specific emergency access impacts would likely not impact other cumulative projects. Therefore, the Project's contributions to cumulative impacts would be less than significant.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on transportation as it relates to conflict with circulation system plan, ordinance, or policy; conflict with CEQA Guidelines Section 15064.3 (b); inadequate emergency access; and cumulative impacts. Therefore, no mitigation is required, and no significant, unavoidable adverse impacts would occur.

2.3.17 Tribal Cultural Resources

Change in a State listed or Eligible Tribal Cultural Resource

A CHRIS records search and pedestrian survey were conducted for the Project site. The CHRIS records search, archival research, and the pedestrian survey did not identify any previously recorded archaeological resources of Native American origin within or surrounding the Project site that are listed or eligible to be listed in the CRHR or in

a local register. Further, no specific TCRs have been identified by California Native American tribes as part of the City's AB 52 notification and consultation process (Appendix L) that could be eligible for listing in the CRHR or in a local register as a historical resource as defined in Public Resources Code section 5020.1(k). Therefore, the Project would not adversely affect TCRs that are listed or eligible for listing in the state or local register. Impacts would therefore be less than significant.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on tribal cultural resources as it relates to impacts to any listed resource or a resource eligible for listing. Therefore, no mitigation is required, and no significant, unavoidable adverse impacts would occur.

2.3.18 Utilities and Service Systems

Require or Result in the Relocation or Construction of New or Expanded Water, Wastewater Treatment, Stormwater Drainage, Electric Power, Natural Gas, or Telecommunications Facilities

Water Conveyance

The City of Arcadia is its own water supplier, approximately 96% of the population living within the City's sphere of influence is served by the Arcadia water system, which supports approximately 13,400 service connections (City of Arcadia 2013). The City primarily sources its water from the San Gabriel Valley and Raymond Groundwater Basins, as well as from water imported from the Upper District.

The City's water distribution infrastructure comprises 164.6 miles of water lines (City of Arcadia 2013). According to the Report of Existing Infrastructure contained in Appendix G, the water lines closest to the Project site include an 8-inch cast iron water main with 50 psi static pressure on Santa Clara Street, an 8-inch cast iron water main with 54 psi static pressure on Wheeler Street and a 30-inch welded steel water main with 55 psi static pressure on Santa Anita Avenue. These three mains are available for domestic water and/or fire services. The water service connection for domestic water and fire protection within the proposed Project site would be made to one or more of the existing City water lines the development area. The specific location of these connections and pipe sizing would be based upon the City's approval.

The proposed Project would increase water demand on the Project site relative to existing conditions, due to the proposed increase in land use intensity. As such, the Project would place additional demands on the existing water infrastructure that serves the area. To determine the potential constraints on the existing water infrastructure that could be caused by the proposed Project, water flow requirements were measured against the available water flow from the existing infrastructure.

Through flow assessment, it was determined that the existing system would provide adequate water supply for operation of the Project's domestic requirements, automatic sprinkler systems and off-site fire hydrants, if required by the state or City Fire Marshal. Fire flows for the proposed Project would be based on the requirements listed in the version of the California Fire Code that is in effect at the time of plan submission, as amended by the City.

While it was determined that adequate water supply exists to serve the proposed Project, results of the flow test demonstrated that the static and dynamic pressure on the public water system around the Project area is relatively low. As demonstrated in the fire flow test provided by the City (Appendix G) fire and domestic water booster pumps

would be required to ensure adequate pressure. The required booster pumps are included as a design feature of the Project. The booster pumps would be located on-site in a dedicated room within the ground level parking garage. Access would be provided via the alleyway along the southwest corner of the proposed residential development.

The Project's anticipated water demand falls within the future supply projections for the City of Arcadia. (These projections take into account treatment of the water supply in accordance with regulatory standards.) As such, the proposed Project would not require or result in the need for new or expanded water treatment facilities.

Water infrastructure required for the proposed Project would thus be limited to on-site infrastructure, consisting of a booster pump, new water meters and connections to the existing water system to provide domestic water, fire water, and irrigation water to the proposed Project. Connections may also be required to provide water conveyance to additional fire hydrants. The minimum number of fire hydrants required would be calculated using Table C102.1 from the California Fire Code and the minimum number of fire hydrants would be installed pursuant to the California Fire Code. Installation of new water connections would consist of either trenching to the depth of pipe placement or using trenchless technology, which causes less ground disturbance. Trenching would result in temporary stockpiling of soil along the length of the trench, pending backfilling, which could result in potential short-term erosion and siltation. Trenchless technology requires temporary stockpiling of soil adjacent to excavations on both ends of a pipe section. Environmental effects associated with soil disturbance and the potential for erosion and siltation during this process would be addressed through construction best management practices for water quality protection, including sandbag barriers, dust controls, perimeter controls, drain inlet protection, and proper construction site housekeeping practices. Construction of water infrastructure for the Project would be limited to the Project site boundaries and its immediate street frontages and would occur during the Project's construction phase. As such, impacts associated with installation of water infrastructure necessary for the Project have been analyzed in the EIR. No additional impacts outside of those analyzed and disclosed throughout this EIR would occur as a result of construction of water infrastructure. For all of the foregoing reasons, the Project's water conveyance and treatment impacts would be less than significant.

Sanitary Sewer Conveyance and Treatment

The existing buildings on the Project site proposed for demolition are currently served by an existing City owned and maintained 8" diameter vitrified clay pipe (VCP) sewer line that runs laterally through the Project site's centerline, south along the off-site alley way, and then east along Wheeler Avenue, where it intersects with the LACSD's Arcadia-Sierra Madre Sections 2 and 5 Trunk Sewers. The 15-inch diameter trunk sewer line runs north-south along North First Avenue and has a capacity of 4.5 million gallons per day (mgd) and conveyed a peak flow of 2.3 mgd when last measured in 2013 (LACSD 2021). A sewer analysis was performed by Psomas (Appendix M) to determine whether existing sewers have sufficient capacity to accommodate anticipated wastewater flows associated with the project. The existing sewer pipes were analyzed using the County of Los Angeles Department of Public Works (LACDPW) Sewer Manual S-C4 chart which requires a maximum design capacity at half full for pipes less than 15-inches and at three quarters full for pipes 15-inches and greater. Based on the analysis, the sewer system serving the Project site would remain under 50% capacity with the addition of the project's anticipated average and peak flows (Appendix M). As such, the existing sewer system would have adequate capacity to serve the proposed Project, and no new or upgraded sewer lines would be necessary as a result of the project.

According to the General Plan EIR, 1% of the City's existing sewer infrastructure needs to be upgraded to accommodate anticipated growth through 2026 (City of Arcadia 2010), however, the sections identified as requiring improvements are not located on or adjacent to the Project site and the Project itself would not necessitate the upgrades. As such, any sewer infrastructure improvements or expansions would be carried out by the City; however,

the Project's development fees contribute towards any needed future capital improvements, as required through the City's regulatory requirements: Article VII, Chapter 4 of the Arcadia Municipal Code regulates sewer line design, connection to the City's sewer system, fees, and permits. Article VII, Chapter 5 of the Arcadia Municipal Code regulates water system connection and fees, with Part 5 addressing water use and the City's Water Conservation Ordinance and Water Efficient Landscaping Ordinance.

Wastewater generated by the proposed Project would be treated at the San Jose Creek Water Reclamation Plant (SJCWRP) located adjacent to the City of Industry, which has a capacity of 100 mgd and currently processes an average flow of 61.2 mg (LACSD 2021). The remaining capacity at SJCWRP is approximately 38.8 mgd, or approximately 39% of its total capacity. The existing uses on the project site generate an average flow of 0.03 CFS (Appendix M). Implementation of the project would increase the average and peak daily wastewater flows from the project site by 0.01 CFS, which is equivalent to an average flow of 0.0065 mgd (Appendix M). This increase in wastewater generation represents approximately 0.02% of the remaining capacity of the SJCWRP. As such, the project would not exceed the available treatment capacity of SJCWRP and would not, therefore, require the construction of additional wastewater treatment infrastructure.

As with water infrastructure, the on-site sewer infrastructure necessary to serve the Project would consist of meters and lateral connections to existing sewer lines. The construction processes required to install such infrastructure would be similar to those described above for the on-site water infrastructure. Similarly, construction of sewer infrastructure for the Project would be limited to the Project site boundaries and its immediate street frontages and would occur during the Project's construction phase. As such, impacts associated with installation of sewer infrastructure have been analyzed in the EIR as part of the project. No additional impacts outside of those analyzed and disclosed throughout this EIR would occur as a result of construction of wastewater infrastructure. For all of the foregoing reasons, the Project's wastewater conveyance impacts would be less than significant.

Stormwater Drainage

The proposed Project would not generate increased stormwater runoff. As described under Section 4,8, Hydrology and Water Quality of this Draft EIR, the drainage patterns of the Project site would not substantially change relative to existing conditions. .Project design, construction, and operation would be completed consistent with the Rio Hondo/San Gabriel River Water Quality Group Enhanced Watershed Management Program, and in accordance with the City Stormwater Management and Discharge Control Ordinance, and the County of Los Angeles Low Impact Development Best Management Practices Handbook (LID Manual), with the goal of capturing stormwater runoff for infiltration and reducing the amount of pollutants in stormwater and urban runoff (City of Arcadia 2021c). The proposed Project would incorporate two drywells and one four-foot diameter primary settling chamber are proposed to be constructed on the Project site, located in the south side of the basement parking lot, which would be able to capture the required runoff volume and treat that volume as quickly as it enters the drywell system.

After installation of the infiltration drywells, the peak flow rate on the Project site would decrease by 0.73 cubic feet per second, resulting in a proposed or post-Project peak flow rate value of 8.08 cubic feet per second. Because the peak flow rate would be reduced in the proposed condition, it is understood that the existing City storm drains would not be negatively affected by implementation of the proposed Project. As such, the proposed Project would not require the construction or expansion of off-site stormwater drainage facilities, as the Project would not contribute a substantial amount of new stormwater runoff relative to existing conditions. Impacts would be less than significant.

Dry Utilities

Sempra Utilities provides natural gas to the City via distribution lines and laterals within the City streets and easements. A high-pressure gas line lies approximately 42 inches belowground and crosses the City along Duarte Road, from Holly Avenue to Mountain Avenue in Monrovia (City of Arcadia 2010). These gas lines would not be affected by the Project's construction-related activities. There is an existing 2-inch Gas Company gas line in Wheeler Avenue and Santa Clara Street as well as an 8" gas main along Santa Anita Avenue. It is considered that these lines will be adequate to provide gas service to the proposed development (Appendix G). No off-site improvements for natural gas infrastructure are anticipated with the implementation of the proposed Project.

SCE provides electricity to the City and operates four substations within the City's SOI. Both underground and overhead electrical distribution lines are present within the City streets and yard easements, and high-voltage transmission lines exist along the I-605 freeway (City of Arcadia 2010). Pole mounted transformer units currently service the existing buildings on the east side of the Project site. The portion of overhead power along the alley that is to be vacated would be demolished and a new power service feed would be established to accommodate the Project. As part of the Project, a new transfer location would be provided onsite to service the new building (Appendix G). In compliance with the City's General Plan, all utilities in the Downtown area must be placed underground. No off-site improvements for electric power infrastructure are anticipated with the implementation of the proposed Project.

If unanticipated upgrades were to be required, they would be limited the lateral connections to the Project site and not any centralized facilities. Any unforeseen upgrades would be coordinated with appropriate service providers to minimize disruptions on service and would be completed by either trenchless technology or open trenching to the depth of the underground utilities. Additionally, the Project would be required to comply with all regulatory requirements and mitigation measures outlined within this Draft EIR for the purposes of mitigating impacts associated with construction activities. No adverse physical effects beyond those already disclosed in this Draft EIR would occur as a result of implementation of the Project's proposed utility system connections. Therefore, impacts to dry utilities would be less than significant.

Sufficient Water Supplies

According to the General Plan EIR, the City of Arcadia is its own water supplier, and provides water to approximately 96% of the population living within the City's SOI. The City sources its water from the San Gabriel (Main) Valley and Raymond Groundwater Basins and from water imported from the Upper San Gabriel Valley Municipal Water District. The City's water distribution infrastructure comprises 164.6 miles of water lines (City of Arcadia 2010).

The proposed Project does not involve enough new development to require evaluation pursuant to SB 221 or SB 610 (i.e., does not generate a water demand equal to or greater than that required by a 500-dwelling unit project), thus, no Water Supply Assessment is required. The proposed Project is consistent with the General Plan and does not require a General Plan Amendment; therefore, the Project would be consistent with the City's growth projections anticipated in local and regional planning documents, including the City's 2020 Urban Water Management Plan (UWMP). As stated in the UWMP, the projected populations used in the UWMP for the City's service area were based on projections obtained from the SCAG. The SCAG data incorporates demographic trends, existing land use, general plan land use policies, and input and projections from the Department of Finance and the U.S. Census Bureau.

The proposed Project is anticipated to generate an average demand of approximately 43,620 gallons per day (gpd) of potable water (Appendix M). The City's UWMP determines the City's water demand based on projected populations in the City's service area using data provided by SCAG 2020-2045 RTP/SCS (Connect SoCal), and

incorporates demographic trends, existing land use, general plan land use policies, and input and projections through the year 2045 from the Department of Finance (DOF) and the US Census Bureau for counties, cities and unincorporated areas within Southern California (City of Arcadia 2021a). The proposed Project falls within the growth projections of all applicable planning documents, including SCAG's Connect SoCal.

As stated in the UWMP, the Main Basin and Raymond Basin have been well managed for the full period of their respective adjudications, resulting in a stable and reliable water supply for the City during average, single-dry, and multiple-dry water years (City of Arcadia 2021a). Additionally, imported water from MWD can be utilized as a supplemental source of supplies.

The Main Basin Judgment does not restrict the quantity of water, which parties may extract from the Main Basin. Rather, it provides a means for replacing all annual extractions in excess of a Party's annual right to extract water with Supplemental Water. The Main Basin Watermaster annually establishes an Operating Safe Yield for the Main Basin which is then used to allocate to each Party its portion of the Operating Safe Yield which can be produced free of a Replacement Water Assessment. If a producer extracts water in excess of its right under the annual Operating Safe Yield, it must pay an assessment for Replacement Water, which is sufficient to purchase one acre-foot of Supplemental Water to be spread in the Main Basin for each acre-foot of excess production. All water production is metered and is reported quarterly to the Main Basin Watermaster (City of Arcadia 2021b).

Historical prolonged droughts have caused groundwater levels to decrease resulting in the Raymond Basin Management Board to temporarily reduce the amount of groundwater which may be produced. The decreased production is designed to promote recovery of groundwater levels. At such time the groundwater levels have recovered the program may be suspended but can be reinstated as needed in the event groundwater levels decrease in the future. Recognizing allowed pumping is limited, the City along with other Raymond Basin producers have taken steps to reduce water demands to address the potential gap between supply and demand in the event demands cannot be entirely reduced. The City has production facilities in the Main Basin and has the ability to shift production, if needed. In addition, the City has a treated water connection and has access to MWD water as an additional source of supply (City of Arcadia 2021b).

The Project would be required to include all drought-tolerant landscaping requirements included in local regulations. AMC Section 7554.4, Plan Check Requirements, requires that, as part of the broader general permitting process, a Landscape Design Plan, and a Landscape Documentation Package be prepared by a licensed landscape architect that incorporates efficient use of water and BMPs into landscape project design. The proposed Project would not include any wells that would directly deplete groundwater supplies, and the City's UWMP anticipates adequate supply through 2045. City water conservation efforts will continue into the future to reduce water demands within the City due to the recently implemented tiered water rate and Water Smart program, which are intended to encourage conservation, thereby making local supplies more reliable.

Additionally, Arcadia operates in accordance with Phase I Mandatory Water Conservation Prohibitions, which are codified by the City's Water Conservation Plan. Section 7553, Water Conservation Plan, of the City's Municipal Code sets forth the water conservation measures that are applicable to all customers and properties served by the Water Division. Restrictions include but are not limited to prohibitions on outdoor watering of sidewalks, limits on scheduling of outdoor landscape irrigation, and restrictions on provision of water to guests at restaurants, hotels, cafes, unless expressly requested by the customer, among other restrictions.

The proposed Project would adhere to the water conservation methods established in Title 24 of the California Building Code. The Project would also adhere to the City's Water Conservation Plan and Water Efficient Landscaping Ordinance, per Article VII, Chapter 5, Part 5, Division 3 and 4 of the City's Municipal Code. Additionally, the proposed

Project would be subject to a development impact/connection fee, which would serve as the Project's fair share contribution to water infrastructure improvements in the City. As such, the proposed Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would be less than significant, and no mitigation is required.

Adequate Capacity for Wastewater Treatment

The proposed Project would be connected to the existing 8" vitrified clay pipe (VCP) sewer line that runs laterally through the Project site's centerline, south along the off-site alley way, and then east along Wheeler Avenue, where it intersects with LACSD's 15-inch Trunk Sewer line running north-south along North First Avenue. Wastewater generated by the proposed Project would be treated at the San Jose Creek Water Reclamation Plant (SJCWRP) located adjacent to the City of Industry, which has a capacity of 100 mgd and currently processes an average flow of 61.2 mg (LACSD 2021). The remaining capacity at SJCWRP is approximately 38.8 mgd, or approximately 39% of its total capacity. The existing uses on the project site generate an average flow of 0.03 CFS (Appendix M). Implementation of the Project would increase the average and peak daily wastewater flows from the project site by 0.01 CFS, which is equivalent to an average flow of 0.0065 mgd (Appendix M). This increase in wastewater generation represents approximately 0.02% of the remaining capacity of the SJCWRP.

Based on the capacity of the SJWRP, the wastewater generated by the proposed Project would be nominal of capacity. As such, the proposed Project would not exceed current capacities of the wastewater treatment system and would not significantly impact existing wastewater treatment systems such that new facilities would be required. Finally, water conservation measures as established at the local and state level would be implemented and would help reduce the amount of wastewater generated by the Project. Therefore, impacts would be less than significant.

Generation of Solid Waste

Construction

The City's non-residential solid waste is disposed of through contracts with Republic Services, Waste Management Inc., and Valley Vista Services (City of Arcadia 2019b). These waste management services offer waste and recycling collection, green waste recycling programs, organics waste composting, special waste transportation, and transfer and materials recovery services to the City as well as many other areas in Southern California. These waste management services offer waste and recycling collection, green waste recycling programs, organics waste composting, special waste transportation, and transfer and materials recovery services to the City as well as many other areas in Southern California. The proposed Project would involve redevelopment of the existing surface parking lot and three existing commercial buildings. Demolition and construction activities associated with the proposed Project would result in the generation of solid waste such as scrap lumber, concrete, residual wastes, packing materials, plastics, and soils. Per CALGreen standards, 65% of construction and demolition waste must be diverted from landfills (CalRecycle 2020). As such, at least 65% of all construction and demolition debris from the site would be diverted. Additionally, any hazardous wastes that are generated during demolition and construction activities would be managed and disposed of in compliance with all applicable federal, state, and local laws. The remaining 35% of construction and demolition material that is not required to be recycled would either be disposed of in a regional landfill or voluntarily recycled at a solid waste facility with available capacity. As described in Section 4.15.1, Existing Conditions, the inert landfill in the County (Azusa Land Reclamation landfill) has a remaining capacity of 51,512,201 tons and is expected to remain open for approximately 25 years, as of 2021. Due to the temporary nature of construction and required compliance with the City's Municipal Code regulations applicable to garbage, refuse and recycling (Article V, Chapter 1), construction would not generate waste in excess of standards or in excess of the capacity of local infrastructure and would not otherwise impair the attainment of solid waste reduction goals. Impacts would be less than significant.

Operation

Once operational, the proposed Project would produce solid waste on a regular basis, in association with operation and maintenance activities. Based on the CalEEMod solid waste generation rates, the proposed Project would generate approximately 248 tons of solid waste per year (Appendix C-1, CalEEMod Outputs). This amount assumes compliance with AB 939 requirements for 50% waste diversion from landfills. Solid waste generated by the proposed Project would be collected and transported to a local or regional landfill. There is only one landfill within approximately 25 miles of the Project site: the Azusa Land Reclamation landfill (Azusa landfill), located approximately 6-miles east. The Azusa landfill has a remaining capacity of 51,512,201 tons and is expected to remain open for approximately 25 years, as of 2021. As such, the annual solid waste that is anticipated to be produced by the proposed Project would equate to approximately .00048% of the available capacity of the landfill through the estimated closure date. This number would be further reduced in order to comply with CALGreen requirements for 65% waste diversion, which would require the Project Applicant/Developer to either submit a construction waste management plan to the City that identifies the C&D waste materials to be diverted from the landfills or use a waste management company that can provide verifiable documentation that the percentage of C&D waste material diverted from the landfill meets CALGreen's 65% requirement.

Furthermore, according to the latest annual report for the Countywide Integrated Waste Management Plan, there are landfills used by the County with up to 100 years of remaining life (LACDPW 2019b). For example, the Prima Deshecha Sanitary Landfill in Orange County is expected to remain open for another 85 years, the Mesquite Regional Landfill in Imperial County is expected to remain open for another 100 years, and the Simi Valley Landfill in Ventura County is expected to remain open for another 67 years (CalRecycle 2021). As such, other landfills in the region would also be able to accommodate solid waste from the proposed Project, and regional planning efforts would ensure continued landfill capacity into the foreseeable future.

For the reasons described above, Project operations would not 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 be less than significant**.** No mitigation is required.

Solid Waste Statutes and Regulations

The proposed Project would be required to comply with all applicable local and state regulations related to solid waste. The solid waste facility in proximity to the Azusa landfill is regulated under federal, state, and local laws. Additionally, the City is required to comply with the solid waste reduction and diversion requirements set for in AB 939, AB 341, AB 1327, and AB 1826. Per AB 1826, businesses that generate 2 cubic yards or more of commercial solid waste per week are required to arrange for organic waste recycling services. Any hazardous wastes that are generated during construction activities would be managed and disposed of in compliance with all applicable federal, state, and local laws.

In addition to the City's requirements for recycling construction and demolition waste, the state has set a goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill, and AB 1826 is mandatory organics recycling. Waste generated by the proposed Project would enter the City's waste stream but would not adversely affect the City's ability to meet AB 341 or AB 1826, because the proposed Project's waste generation would represent a nominal percentage of the waste created within the City and because the businesses and residents at the Project site would be subject to recycling and diversion requirements. In addition, waste diversion and reduction during Project construction and operations would be completed in accordance with CALGreen standards,

CalRecycle standards, City requirements, and the County Integrated Waste Management Plan. Republic Services, Waste Management Inc., and Valley Vista Services all adhere to AB 341. As a result, the Project would comply with federal, state, and local management and reduction statues and regulations related to solid waste. Impacts would be less than significant.

Cumulative Effects

Water

Implementation of the Project, in conjunction with cumulative projects would increase demand for water services provided in the City's water supply system. The Project area and each cumulative project would incrementally increase the amount of water that is required in the area. However, as previously described, the existing water lines that serve the Project site have the capacity to convey the estimated peak flow generated from the Project. Similar to the Project, the capacity of water lines associated with cumulative project development would be determined on a project-specific basis. In the event that water line upgrades are required due to cumulative projects, all construction work within the City public rights-of-way would be subject to local municipal code and applicable agency requirements and would be subject to CEQA review accordingly. Based on the analysis presented in the Report of Existing Infrastructure, (Appendix G), the proposed Project is not anticipated to contribute to a cumulative impact related to water infrastructure.

The City (through its UWMP) anticipates its projected water supplies will meet demand through the year 2045. In terms of the City's overall water supply condition, any cumulative project that is consistent with the City's General Plan has been taken into account in the planned growth of the water system.

For projects that meet the requirements established pursuant to SB 610, SB 221, and Sections 10910–10915 of the State Water Code, a Water Supply Assessment demonstrating sufficient water availability is required on a project-by-project basis. Similar to the Project, each cumulative project would be required to comply with City and State Water Code and conservation programs for both water supply and infrastructure to partially offset the cumulative demand for water. As a result, no significant cumulative water supply impacts are anticipated from development of the Project and cumulative projects, and the Project's incremental effect would not be cumulatively considerable. No mitigation is required.

Wastewater

The Project area and each cumulative project would incrementally increase the amount of wastewater that is being generated in the area. Based on the analysis provided in Appendix M of this Draft EIR, the existing sewer lines that serve the Project site have the capacity to convey the estimated peak flow generated from the Project. All construction work within the City public rights-of-way would be subject to local municipal code and applicable agency requirements and would be subject to CEQA review accordingly.

Similarly, the proposed Project is estimated to generate an average 52,272 gpd of wastewater, with a peak generation of 156,816 gpd. For even the treatment site servicing the City with the smallest capacity (Whittier Narrows), this would result in an average increase of less than 0.3%, and peak increase of approximately 1%. As cumulative increases in wastewater treatment demand within the service area require facility upgrades, the City would continue to regulate public sewer facilities in as outlined in the 2014 City of Arcadia Sewer System Management Plan, and any affected treatment plants would continue to assess potential expansions to their treatment facilities in accordance with regulatory permit requirements. As such, impacts to wastewater services would not be cumulatively considerable. No mitigation is required.

Dry Utilities - Electric Power, Natural Gas, and Telecommunication

The City of Arcadia is built-out and upgrades in electrical power, natural gas, and telecommunication capabilities are anticipated primarily due to development in the form of the revitalization of outdated or underserved areas, and redevelopment of specific properties that will increase density and require more sophisticated technology, such as the proposed Project. However, such upgrades would generally be confined to the lateral connections to the individual project sites and not any centralized facilities. Upgrades to centralized power, natural gas, and telecommunication facilities would be determined by each of the power, gas, and telecommunications providers, as build-out continues within the region. Individual projects would be required to provide for specific project needs. As a result, cumulative impacts associated with upgrades of electric, natural gas, and telecommunication facilities would not be significant. As such, impacts to electric power, natural gas, and telecommunication services would not be cumulatively considerable.

Solid Waste

Development of the Project in combination with cumulative projects would increase land-use intensities in the area, resulting in increased solid waste generation in the service area for Azusa landfill. However, due to the built-out nature of the City, the Project and cumulative projects are considered urban infill and/or redevelopment projects. As such, solid waste is already being generated at the Project site and the majority, if not all, of the cumulative project sites. Further, AB 939, or the Integrated Waste Management Act of 1989, mandates that cities divert from landfills 50% of the total solid waste generated to recycling facilities. In order to satisfy CALGreen requirements of diverting 65% of solid waste and to offset impacts associated with solid waste, the proposed Project and all cumulative projects would be required to implement waste reduction, diversion, and recycling during both demolition/construction and operation.

Through compliance with City and state solid waste diversion requirements, together with the City's Source Reduction and Recycling Element and applicable regulations outlined in Article V, Chapter 1, of the City's Municipal Code, impacts to solid waste services would not be cumulatively considerable. Impacts would be less than significant, and no mitigation is required.

Finding

The City finds that, based upon substantial evidence in the record, the Project would have a less than significant impact on utility and service systems; therefore, no mitigation is required.

2.3.19 Wildfire

The Project site is in a highly urbanized area and is not within a Very High Fire Hazard Severity Zone and would not exacerbate or expose people or structures to wildfire risks or substantially impair an adopted emergency response plan. The nearest wildland areas are located at the bottom of the San Gabriel Mountains, approximately 1 mile north of the Project site. Based on the CAL FIRE's Fire Hazard Severity Zones maps, the Project site is not located in or near state responsibility areas or lands classified as Very High Fire Hazard Severity Zones. The closest designated Very High Fire Hazard Severity Zone is located approximately 0.75-mile north of the Project site. Therefore, impacts associated with wildland fire would not occur and will not require further evaluation in the EIR.

Finding

Appendix B of the Notice of Preparation for the Project found no potential for significant impacts to wildfire; therefore, wildfire was not addressed in the Draft EIR. No mitigation would be required and no significant, unavoidable adverse impacts would occur.

3 Findings on Project Alternatives

CEQA requires that an EIR describe a range of reasonable alternatives to the project, or to the location of the project, that could feasibly attain the basic objectives of the project, and to evaluate the comparative merits of the alternatives (14 CCR 15126.6[a]). The CEQA Guidelines direct that the selection of alternatives be governed by "a rule of reason" (14 CCR 15126.6[a], [f]). As defined by the CEQA Guidelines, "The range of alternatives required in an EIR is governed by a 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR needs to examine in detail only the ones that the Lead Agency determines could feasibly attain most of the basic objectives of the project" (14 CCR 15126.6[f]).

Additionally, CEQA Guidelines section 15091(a)(3) requires findings to be made as to why project alternatives were rejected. While an alternative may be potentially feasible under Guidelines section 15126.6 for inclusion in an EIR, the ultimate determination of feasibility is to be made by the decision-making body under section 15091(a)(3). As stated above, alternatives may be rejected when specific economic, legal, social, technological or other considerations make the Project infeasible. In making these findings, the City Council finds that there are six objectives for the Project, which are primarily dependent upon developing an under-utilized site consistent with the underlying land use designation and zoning. However, the primary objectives of the Project are (1) addressing the regional housing shortage by providing additional housing opportunities, including affordable housing, that support the goals of the Housing Element of the General Plana and the City's Regional Housing Needs Allocation (RHNA) requirements; and (2) developing an under-utilized property within a Transit Priority Area consistent with the City's land use designation and zoning.

3.1 Alternatives Carried Forward for Consideration

This section discusses a reasonable range of alternatives to the Project, including a no project alternative, in compliance with CEQA Guidelines Section 15126.6(e). These alternatives include the following:

- Alternative A: No Project/Existing Development
- Alternative B: Increased Commercial-Use Alternative: Conversion of Live/Work Units to Commercial

These alternatives are evaluated for their ability to avoid or substantially lessen the impacts of the Project identified in the EIR, as well as consideration of their ability to meet the basic objectives of the proposed Project as described in the Final EIR.

3.1.1 Alternative A - No Project/Existing Development

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate and analyze the impacts of a no project alternative. The "purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed Project with the impacts of not approving the proposed Project" (14 CCR 15126.6[e][1]). When defining the no project alternative, the analysis shall be informed by "what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services" (14 CCR 15126.6[e][2]).

Description

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate the specific alternative of "no project" along with its impact. As stated in this section of the CEQA Guidelines, the purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving a proposed Project with the impacts of not approving a proposed Project. As stated in Section 15126.6(e)(3)(A), when a project is the revision of an existing land use or regulatory plan or policy or an ongoing operation, the no project alternative will be the continuation of the plan, policy, or operation into the future. Section 15126.6(e)(3)(B) further states that "in certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained." The proposed Project does not include a General Plan Amendment or a Zone Change. Accordingly, Alternative A assumes the proposed Project would not proceed, no new permanent development or land uses would be introduced within the Project site, and the existing environment would be maintained. The existing uses would continue to operate as they do currently. The existing office and commercial uses would remain in place and operational, the existing surface parking lots would be retained, no new buildings or subterranean parking would be constructed, and no on-site landscaping improvements or pedestrian connections would occur. Additionally, all 36 onsite trees, including six (6) protected species under Section 9110.01 of the City's Tree Preservation Ordinance, would be preserved under this alternative, and none of the nine (9) Project adjacent street-trees would be encroached upon.

Analysis

Under this alternative, impacts would be slightly greater than under the proposed Project. Specifically, hydrology and water quality impacts would be greater because the continued operation of the site does not currently contain any low-impact development features potentially creating impacts to water quality, Further, the No Project Alternative would not provide additional housing units that could help meet the City's RHNA goals and growth projections. Also,due to the underutilization of the site, the No Project Alternative would not contribute to a reduction in citywide VMT and associated GHG emissions attributed to increased development in a Transit Priority Area.

Finding

For the reasons stated below, and each of them independently of the others, the City finds that the No Project Alternative is not feasible, and rejects that alternative. The No Project/Existing Development fails to satisfy the Project's underlying purpose and to meet any of the Project objectives, and because specific economic, legal, social, technological or other considerations make the alternative infeasible.

Rationale

No Project/Existing Development would have fewer impacts compared to the Project in terms of aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality (short-term impacts), noise, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. The No Project/Existing Alternative would not achieve the Project objectives, with the exception of Objective No. 4, To propose development that is consistent with the existing Downtown Mixed-Use (DMU) zoning and land use designation, which assumes existing land uses and surface parking would remain. Although no new development would be proposed, Alternative A would be consistent with the existing zoning and General Plan designation.

3.1.2 Alternative B - Increased Commercial-Use Alternative: Conversion of Live/Work Units to Commercial

Description

Alternative B considers an alternative design that would not substantively alter the environmental impacts of the proposed Project, but would potentially improve the Project's consistency with local policies related to increasing density near transit, and provide more employment-generating uses.

The underlying Downtown Mixed Use (DMU) land use designation permits service and retail uses, commercial businesses, professional offices, and residential uses within the City's downtown, at a maximum floor area ratio (FAR) of 1.0 (in which only commercial square footage is counted in calculation of FAR) and a maximum unit density of up to 80 dwelling units per acre (City of Arcadia 2010). The proposed Project satisfies the allowable 80 dwelling units per acre (i.e., 236 units on the 2.95-acre site), and with addition of the 35% density bonus under Density Bonus Law, the Project proposes a dwelling unit count of 319 total units, which would include 293 market-rate and 26 affordable dwelling units. Alternative B proposes a slight adjustment to this unit count by converting the 8 live-work units to all-commercial, without altering the 26 affordable units, resulting in a total of 311 units, a slight reduction from the Project.

The purpose of converting these live-work units to all-commercial would be to increase the amount of employment-generating commercial uses on the Project site. Under the proposed Project, with the existing 83,253 square feet of commercial uses and the additional 9,281 square feet of "work" uses from the proposed live-work units, the total non-residential square footage on site would be 92,534 square feet, resulting in a FAR of 0.72. Under Alternative B, the conversion of 5,864 square feet from residential to commercial would increase the FAR to 0.77.

Alternative B would generate residents associated with the 311 units and employment associated with construction of the 15,145 square feet of commercial use, which is 5,864 square feet more than the proposed Project and would generate an additional approximately 14 employees. Under Alternative B, due to the increased commercial square footage, the number of potential employees would increase from 30 under the proposed Project (a net deficit of 20 employees when compared to the existing conditions) to 44 under Alternative B (a net deficit of 6 employees when compared to the existing conditions).

Analysis

All impacts under Alternative B would be the same as the Project and would require all of the mitigation measures identified for the Project. The following impacts would be slightly greater under this alternative. Alternative B would generate slightly more vehicle trips from commercial activities; therefore, operational impacts on regional air quality and contribution to GHG emissions under Alternative B would be slightly greater than those anticipated from the proposed Project but would not exceed the thresholds.

In only one instance would an impact be less than the Project. Because employment would increase under Alternative B when compared to the proposed Project, impacts to population and housing under Alternative B would be slightly less than those anticipated from the proposed Project.

Finding

For the reasons stated below, and each of them independently of the others, the City finds that Alternative B is not feasible, and rejects that alternative. While Alternative B satisfies all of the Project Objectives, it does so to a lesser degree. Alternative B is rejected because specific economic, legal, social, technological or other considerations make the alternative infeasible.

Rationale

While the Alternative B would still achieve all of the Project objectives, the objectives would not be achieved to the same extent as the Project. Primarily, Alternative B would lose 8 residential units which would not help the City provide new multifamily residential housing, which is required to meet the City's Regional Housing Needs Allocation (RHNA) requirements (Objective 2). Maximizing housing near established transit is a priority for the City and the SCAG region as a whole, and new housing is necessary to address the unprecedented shortage of housing opportunities in Los Angeles County. Further, Alternative B would not result in a reduction of a significant environmental impact. Neither the Project nor Alternative B would result in a significant environmental impact.

3.2.2 Environmentally Superior Alternative

An EIR must identify an "environmentally superior" alternative; and, where the no project alternative is environmentally superior, the EIR is then required to identify an alternative from among the others evaluated as environmentally superior (14 CCR 15126.6[e][2]).

Alternative A would result in reduced impacts to all environmental topics in the short-term because construction activity would not occur. Alternative A would therefore eliminate all mitigation requirements for short-term construction activities. Similarly, Alternative A would result in reduced environmental impacts to most environmental topics in the long-term because no operational changes would occur. However, increased environmental impacts would occur for the following topics: (1) Hydrology/Water Quality, due to the continued operation of the site that does not currently contain any low-impact development features; (2) Population and Housing, due to the lack of additional housing units that could help meet the City's RHNA goals and growth projections; and (3) Transportation, due to the underutilization of the site that would not contribute to a reduction in cityside VMT and associated GHG attributed to increased development in a TPA. The proposed Project would redevelop existing surface parking lots and construct a mix of land uses including residential and commercial, within a TPA and the established Downtown Arcadia focus area, which would help the City to achieve its goals and policies related to land use, circulation, economic development, and housing, which would not occur under Alternative A. Nevertheless, the elimination of all construction and operational impacts associated with the proposed Project would result in an environmentally superior alternative when compared to the proposed Project or Alternative B.

As required under CEQA Guidelines Section 15126.6(e)(2), if the environmentally superior alternative is the "no project" alternative, the EIR must also identify an environmentally superior alternative among the other alternatives. The proposed Project has no significant unavoidable impacts that could be addressed by the adoption of any alternative. Alternative B would have similar environmental impacts when compared to the proposed Project for almost all environmental topics and would not eliminate the need for any proposed mitigation measures. Alternative B would result in slightly increased impacts associated with Air Quality and Greenhouse Gas Emissions, and result in a slight decrease in impacts associated with Population and Housing. Therefore, because Alternative B would not reduce or eliminate any of the significant impacts of the proposed Project, the proposed Project would be the environmentally superior alternative.

4 General CEQA Findings

Based on the information contained in the administrative record and based on the facts stated below, the City makes the Findings set forth in Sections 4.1 and 4.2.

1. The plans for the proposed Project have been prepared and analyzed so as to provide for public involvement in the planning and the CEQA processes.
2. To the degree that any impacts described in the Draft EIR are perceived to have a significant effect on the environment, or such impacts appear ambiguous as to their effect on the environment, any significant effect of such impacts has been substantially lessened or avoided by the mitigation measures set forth in the Draft and Final EIR.
3. Comments regarding the Draft EIR received during the public review period have been adequately addressed in Chapter 2, Responses to Comments Received, in the Final EIR. Any significant effects described in such comments were avoided or substantially lessened by the mitigation measures described in the Draft and Final EIR.

4.1 Findings Regarding Recirculation

The City finds that the Draft EIR does not require recirculation under CEQA (CEQA Section 21092.1, CEQA Guidelines Section 15088.5). CEQA Guidelines Section 15088.5 requires recirculation of an EIR prior to certification of the Final EIR when "significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review." As described in CEQA Guidelines Section 15088.5:

> New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation includes, for example, a disclosure showing that:
>
> 1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
> 2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
> 3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it;
> 4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

In addition, CEQA Guidelines Section 15088.5(b) provides that "recirculation is not required where the new information added to the EIR merely clarifies and amplifies or makes insignificant modifications in an adequate EIR." Recirculation also is not required simply because new information is added to the EIR — indeed, new information is oftentimes added given CEQA's public/agency comment and response process and CEQA's post-Draft EIR circulation requirement of proposed responses to comments submitted by public agencies. In short,

recirculation is "intended to be an exception rather than the general rule." *(Laurel Heights Improvement Assn. v. Regents of University of California* (1993) 6 Cal.4th 1112, 1132.)

As such, the City makes the following Findings:

1. None of the public comments submitted to the City regarding the Draft EIR present any significant new information that would require the Draft EIR to be recirculated for public review.
2. No new or modified mitigation measures are proposed that would have the potential to create new significant environmental impacts.
3. The Draft EIR adequately analyzed project alternatives and there are no feasible project alternatives or mitigation measures considerably different from others previously analyzed that would clearly lessen the significant environmental impacts of the project.
4. The Draft EIR was not fundamentally and basically inadequate and conclusory in nature and did not preclude meaningful public review and comment.

In this legal context, the City finds that recirculation of the Draft EIR prior to certification is not required. In addition to providing responses to comments, the Final EIR includes revisions to expand upon information presented in the Draft EIR (Chapter 3, Changes to the EIR); explain or enhance the evidentiary basis for the Draft EIR's findings; update information; and to make clarifications, amplifications, updates, or helpful revisions to the Draft EIR. These revisions, clarifications and/or updates do not result in any new significant impacts or increase the severity of a previously identified significant impact. These changes are not substantial, do not deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect, a feasible way to mitigate or avoid such an effect or a feasible project alternative.

In summary, the Final EIR demonstrates that the proposed Project would not result in any new significant impacts or increase the severity of a significant impact, as compared to the analysis presented in the Draft EIR. The changes reflected in the Final EIR also do not indicate that meaningful public review of the Draft EIR was precluded in the first instance. Accordingly, recirculation of the EIR is not required as revisions to the EIR are not significant as defined in Section 15088.5 of the CEQA Guidelines.

4.2 Legal Effects of Findings

To the extent that these Findings conclude that the proposed mitigation measures outlined herein are feasible and have not been modified, superseded, or withdrawn, the City hereby commits to implementing these measures. These Findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when the City approves the proposed Project.

The mitigation measures that are referenced herein and adopted concurrently with these Findings will be effectuated through the process of construction and implementation of the proposed Project.

5 Conclusion

The mitigation measures listed in conjunction with each of the findings set forth above, as implemented through the MMRP, will eliminate or reduce to a less-than-significant level most of the adverse environmental impacts of the Project.

Taken together, the EIR which consists of the Draft EIR, Final EIR, and the MMRP provide an adequate basis for approval of the Project.

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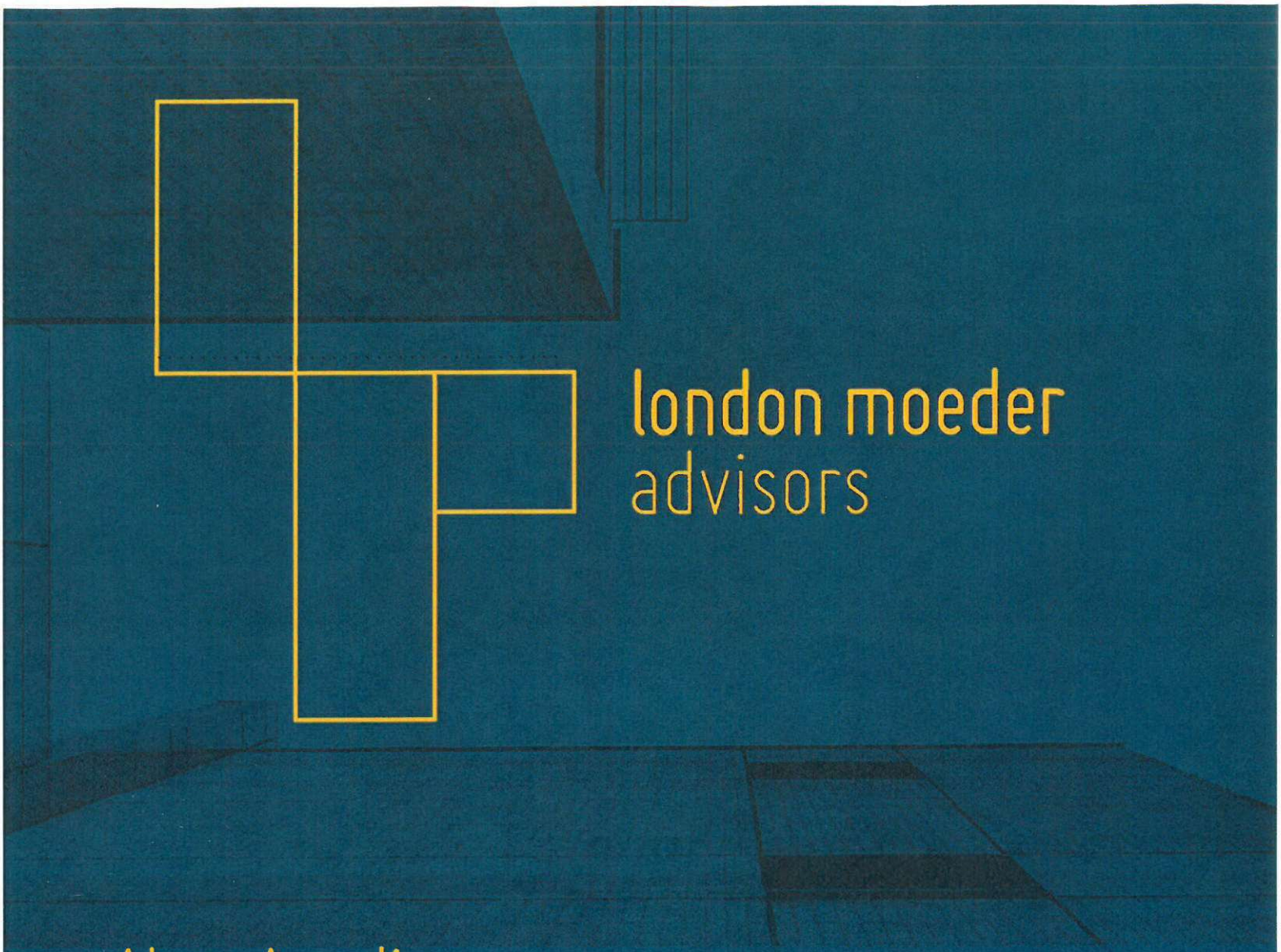
Attachment No. 7

Alexan Arcadia Market Analysis and CBRE Retail Analysis



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Alexa Arcadia – Grocery Store Market Analysis May 2021

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Introduction

London Moeder Advisors ("LMA") has completed a retail grocery store market analysis to address the market demand for the development of a new grocery store at the property located at 150 N. Santa Anita Avenue ("Subject Site") referred to as Alexan Arcadia.

We have determined that a new grocery store at the Subject Site is ***not economically feasible*** either under current or future market conditions. The current PMA is "over-saturated" with grocery store square footage. Success of a grocery store tenant would be predicated on "cannibalizing" sales and customers from other, existing grocers in the community. For example, a relatively small convenience style market (3,000 square feet) placed in Alexan would directly compete for sales with the existing Claro's Italian Market that is located at 19 ½ E. Huntington Drive, less than 200 yards away. Therefore, we do not recommend that a grocer of any size be included in this project.

If a new grocery store were required, and could be attracted to the project, its inclusion would ***not be financially feasible*** for the following key reasons:

- The achievable lease rate of $3.00 per square foot would be below the market rate required to support costs of Type IA construction (ground floor construction).

- The addition of a standard grocery store tenant would result in additional required parking for the anticipated retail visitors. To accommodate additional required retail parking, maintain the current ratio of residential parking and remain below the height threshold for Type IIIA building typology, additional levels of subterranean parking would be required. The high cost of subterranean parking (approximately $62,000 per space) could not be supported by the achievable market rents from a grocery store tenant.

- Alternatively, the space required by a standard grocery store tenant and the additional required parking, would result in a reduction of the physically allowable residential parking spaces within the current development plans. To maintain the currently required residential parking ratios, the number of residential units built would have to be reduced. The loss in revenue-producing units cannot be offset by the achievable market lease rates for a grocery store tenant.

This report details the methodology and results which are the product of our comprehensive analysis. Our conclusions are based on a reconciliation of the supportable market demand for a grocery store with the existing supply of grocery store space in the Primary Market Area ("PMA") of the Subject Site.

Our analysis is divided into the following sections:

- **Demand Analysis** estimates the total grocery-related expenditure levels available based on the existing and expected household expenditures and household income. To determine demand, or estimated expenditure levels, our analysis defines a PMA as the geographic area that will be primarily served by a grocery store location at the Subject Site.

- **Supply Analysis** identifies all competitive and future competitive grocery store-oriented retail locations within the PMA.

- **Supply & Demand Reconciliation** determines the amount of excess retail dollars available to be "captured" by the development of a new grocery store location at the Subject Site.

The 2.95-acre project is located on the southwestern corner of N. Santa Anita Ave. and E. Santa Clara St. in the City of Arcadia, CA. The following map depicts the Subject Site location:

Primary Market Area

The Primary Market Area, or PMA, is the geographical area that would be serviced by a new grocery store location at the Subject Site by virtue of location, competition and convenience. This area is located between the cities of Arcadia and Monrovia and includes portions of the City of Sierra Madre to the north. The following map depicts the subject site location within the PMA (highlighted in yellow):

The PMA lies primarily within a 1.4 miles radius of the Subject Site which we have determined to be the average distance between grocery store locations in this area of the San Gabriel Valley. The PMA Boundaries are described as follows:

- The northern boundary of the PMA begins in the center of the City of Sierra Madre and runs east along E. Sierra Madre Blvd. through the northern portions of Arcadia, culminating in the City of Monrovia. Residents in the northern portion of the PMA currently lie equidistant from multiple retail shopping centers offering grocery store locations along Foothill Blvd. This includes a newly opened Grocery Outlet located at the Shoppes at Highland Center at 165 E. Foothill Blvd. in Arcadia.

- The western boundary of the PMA begins in the center of the City of Sierra Madre and runs south along North and South Baldwin Avenues culminating in the City of Arcadia near W. Duarte Ave. Residents living to the west of Baldwin Avenues are relatively close to multiple shopping centers with grocery store locations in the cities of Pasadena and Arcadia and are therefore not included in the PMA.

- The southern boundary of the PMA is encompassed by the City of Arcadia and runs east from S. Baldwin Ave. primarily along W. Camino Real Ave ending at S Mayflower Ave. The Southern boundary of the PMA lies approximately 1.4 miles south of the Subject Site with residents living south of the boundary finding it more convenient to travel approximately one mile to shopping centers along Live Oak Ave in the southern portion of Arcadia.

- The eastern boundary of the PMA begins on E. Camino Real Ave in Arcadia and runs north along S Mayflower Ave. and S. Alta Vista Ave. culminating in the eastern portion of the City of Monrovia. Residents living to the east of Mayflower and Alta Vista Avenues are relatively close to multiple shopping centers with grocery store locations in the City of Monrovia and are therefore not included in the PMA.

PMA Demographics

According to Claritas[1] the 2021 estimated population within the PMA was 37,796 persons living in 13,496 households. This equates to 2.8 persons per housing unit. The total population is forecasted to grow by 1,210, or 3.2%, to 39,006 by 2030.

The total number of households is forecasted to grow by 398, or 2.9%, to 13,894 by 2030.[2] The median household income is $93,603. This median household income is greater than the countywide median of $72,721 (29% greater).[3]

Alexan Arcadia - Grocery Store Analysis
Demographic Overview
Primary Market Area (2021-2030)

	2021	2026	2030
Total Population	37,796	38,468	39,006
Total Housing Stock	13,496	13,717	13,894
Persons Per HH	2.80	2.80	2.81
Median Household Income[1]	$93,603	$103,345	$111,864

Source: London Moeder Advisors, Claritas
[1] Assumes 2% annual average growth

[1] Clarities is an industry leader providing demographic data,
[2] Although Claritas forecasts to 2026, we can estimate 2030 projections by finding the average annual increase between 2021 and 2026.
[3] U.S. Census Bureau, 2019 Estimate of Median Household Income

PMA Grocery Expenditures Analysis

The following table summarizes annual grocery expenditures based upon the median household income within the PMA. According to the U.S. Bureau of Labor Statistics' Consumer Expenditure Survey of Los Angeles County, approximately 6.79% of total income is allocated towards grocery related expenditures. Based upon a median household income of $93,603, total grocery expenditures are estimated at $85.8 million. In 2030, Claritas projects that there will be a total of 13,894 households within the local market area. Based upon a median household income of $111,864, total grocery expenditures are estimated to increase to approximately $105.6 million.

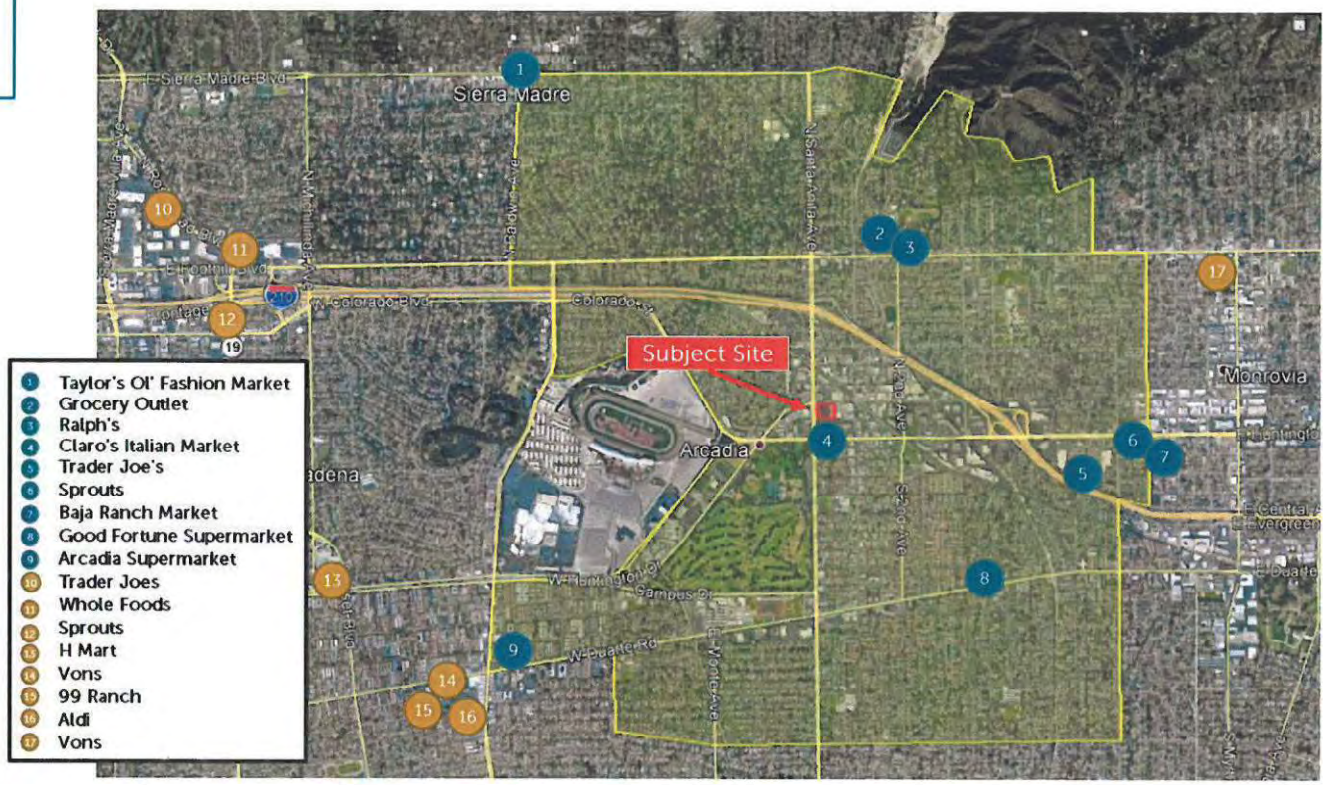
Alexan Arcadia - Grocery Store Analysis
PMA Retail Expenditures
Primary Market Area (2021-2030)

	2021	2026	2030
Median Household Income	$93,603	$103,345	$111,864
Grocery Expenditure % of Total Income	6.79%	6.79%	6.79%
Total Expenditures Per HH	$6,358	$7,019	$7,598
Total Housing Units	13,496	13,717	13,894
Total Grocery Expenditures	**$85,800,951**	**$96,282,427**	**$105,562,488**

Source: London Moeder Advisors, Claritas, U.S. Bureau of Labor Statistics (LA County 2020)

Supply Analysis

The purpose of this section is to provide detailed market information of existing and future grocers. We have identified a total of nine currently competitive grocers within the primary market area and eight competitive grocers in areas adjacent to the PMA. Based on our research and survey of local city planning departments, we did not identify any new grocery store locations that are planned or proposed in the PMA and the adjacent areas. The 17 competitive grocers are illustrated in the following map relative to the Subject Site:



PMA Competitive Retail Centers

The following table details the grocery store estimated sizes and annual retail volumes. There are 17 existing competitive grocery store locations in the competitive set, totaling an estimated 448,346 square feet. The total estimated annual sales volume is approximately $274 million, based on an estimated average sales volume of $611 per square foot.[4]

[4] This estimated sales volume per square foot is based on how grocery orientated centers have historically performed in a developed retail market.

Alexan Arcadia - Grocery Store Analysis
PMA Competative Retail Inventory
Primary Market Area

Map #	Store Name	Total Size (S.F.)	Sales per S.F.[1]	Total Annual Sales Volume	% of Volume Supported by the PMA	Adjusted Annual Sales Volume Supported by the PMA
1	Taylor's Ol' Fashion Market	12,000	$500	$6,000,000	33%	$1,980,000
2	Grocery Outlet	17,000	$527	$8,957,079	90%	$8,061,371
3	Ralph's	41,500	$597	$24,781,725	95%	$23,542,639
4	Claro's Italian Market	3,700	$500	$1,850,000	90%	$1,665,000
5	Trader Joe's	11,246	$1,723	$19,376,858	60%	$11,626,115
6	Sprouts	30,200	$572	$17,283,223	60%	$10,369,934
7	Baja Ranch Market	26,500	$500	$13,250,000	50%	$6,625,000
8	Good Fortune Supermarket	25,000	$500	$12,500,000	85%	$10,625,000
9	Arcadia Supermarket	23,300	$500	$11,650,000	33%	$3,844,500
Adjacent to PMA -						
10	Trader Joes	13,200	$1,723	$22,743,600	10%	$2,274,360
11	Whole Foods	25,000	$857	$21,430,481	10%	$2,143,048
12	Sprouts	27,500	$572	$15,738,035	10%	$1,573,803
13	H Mart	42,500	$500	$21,250,000	10%	$2,125,000
14	Vons	45,000	$526	$23,651,928	20%	$4,730,386
15	99 Ranch	30,700	$500	$15,350,000	20%	$3,070,000
16	Aldi	27,000	$500	$13,500,000	20%	$2,700,000
17	Vons	47,000	$526	$24,703,125	20%	$4,940,625
Planned -						
A		-	-	-	-	-
Existing Retail Performance		448,346	$611 /SF	$274,016,054		$101,896,781
Future Retail Performance		0	-	$0		$0
Total Grocery Store Retail Performance		**448,346**	**$611 /SF**	**$274,016,054**		**$101,896,781**

Source: London Moeder Advisors, Claritas

[1] *Securities and Exchange Commission Public 10-K Filings, JLL*

Each retail store trades within its own market area, although these market areas overlap. This means that the annual sales volume of the competitive grocery store locations will be derived from local residents living both inside and outside of the PMA boundary. There are many factors that determine whether individuals living within the PMA may choose to shop elsewhere, or individuals living outside may choose to shop within the PMA. These factors include:

- location of each grocery store and existing complementary retail centers
- traffic patterns in the larger area and place of employment (whether residents within the PMA work outside, or vice versa)
- ease and convenience of access to the grocery stores (ingress/egress)
- specialization of products offered at each location
- proximity to major road intersections and proximity to freeway corridors
- shopping habits influenced by consumer propensities and brand loyalty

These factors dictate the likelihood of the consumer's inclination to shop at any particular location or for particular items, and determine retail spending patterns. Accordingly, these factors can be used to determine the sales volume of the competing retail centers that is supported by households within the PMA.

Our analysis demonstrates the expenditure range of PMA households at the competitive retail centers. We have determined that there is an estimated $101.9 million in grocery sales by the competitive grocery stores to households within the PMA.

Supply & Demand Reconciliation

The following table reconciles the supportable grocery retail square feet based upon expenditures within the local market area. The current level of median household income within the PMA is $93,603, which results in $85.8 million of grocery expenditures in 2021, $96.3 million in 2026 and $105.6 million by 2030. Based on the annual sales volume of existing grocery store locations ($101.9 million), we estimate that currently there are approximately $16.1 million of grocery store sales volume that is not supported by households within the PMA. This translates to more annual sales per square foot of current grocery store locations than expenditures available in the market.

Our analysis has concluded that the current PMA is "over-saturated" with grocery store square footage.

Alexan Arcadia - Grocery Store Analysis
PMA Grocery Store Retail Demand
Primary Market Area (2021-2030)

	2021	2026	2030
Median Household Income	$93,603	$103,345	$111,864
Grocery Expenditure % of Total Income	6.79%	6.79%	6.79%
Total Expenditures Per HH	$6,358	$7,019	$7,598
Total Housing Units	13,496	13,717	13,894
Total Grocery Expenditures	**$85,800,951**	**$96,282,427**	**$105,562,488**
Existing Retail Performance	$101,896,781	$101,896,781	$101,896,781
Future Competative Retail Performance	$0	$0	$0
Total Grocery Store Retail Performance	***$101,896,781***	***$101,896,781***	***$101,896,781***
Excess Future Expenditures	**($16,095,830)**	**($5,614,354)**	**$3,665,708**
Supportable S.F.[1]			
$611 per square foot (Avg.)	(26,336)	(8,320)	5,019
$500 per square foot	(32,192)	(10,170)	6,135

Source: London Moeder Advisors, Claritas
[1] *Assumes 2% annual inflation*

These expenditures are currently available to support a range of approximately 140,388 to 171,602 square feet of grocery store space (based on average annual sales volume of $500 to $611 per square foot). The annual grocery store retail sales volume attributed to the PMA of $101.9 million, translates to 166,724 to 203,794 square feet. This represents an excess of 26,336 to 32,192 square feet that is not supported by households in the PMA.

By 2030, when the number of households and median household income has grown, the new supportable grocery square footage is estimated to range from approximately 5,019 to 6,135 square feet. This is significantly below the average size of a grocery store location in the competitive set of 26,373 square feet.

As a result, ***a newly developed grocery store location at the Subject Site would not be supported by existing and future market conditions***. Additionally, a proposed grocery store at this location would "over-saturate" the market resulting in potential business vacancies of existing grocery store locations.

Conclusion

We have determined that ***market demand is insufficient and will not*** support a grocery store location at the Subject Site. This is an "over-saturated" market. Based on the annual sales volume of the existing grocery store locations ($101.9 million) and total grocery store retail expenditures of households in the PMA ($85.8 million), we estimate that there exists $16.1 million of grocery store retail performance that is not supported by the PMA. Based on the average sales per square feet of competitive grocery stores, this would translate to approximately 26,336 to 32,192 square feet of excess grocery store space in today's market.

Based on forecasted growth in households and median household income by 2030, the total grocery store retail expenditures of households in the PMA are estimated to reach $105.6 million. When compared to the total grocery store retail performance of $101.9 million, this represents $3.7 million of excess future expenditures available for capture, or approximately 5,019 to 6,135 square feet of grocery store space.

We have also determined that a new grocery store at the Subject Site is ***not economically feasible*** based on current and future market conditions. The 5,019 to 6,135 square feet of excess grocery store demand does not support an additional grocery store location at the Subject Site.

If a small convenience market were included at Alexan it would:

- directly compete with the existing Claro's Italian Market adjacent to the Subject Site
- result in the poor performance of each, or in the failure of one or both markets

We have also determined that the requirements of a grocery store would ***not be financially feasible***. The achievable market lease rate would be below what is required to make the project financially feasible. The escalated cost of additional subterranean parking and/or the loss of revenue-producing residential units required to accommodate a new grocery tenant would not be offset by the achievable market rents for a grocery store.

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Corporate Profile

London Moeder Advisors

REPRESENTATIVE SERVICES

Market and Feasibility Studies	Development Services	Litigation Consulting
Financial Structuring	Fiscal Impact	Workout Projects
Asset Disposition	Strategic Planning	MAI Valuation
Government Processing	Capital Access	Economic Analysis

London Moeder Advisors (formerly The London Group) was formed in 1991 to provide real estate advisory services to a broad range of clientele. The firm principals, Gary London and Nathan Moeder, combine for over 60 years of experience. We have analyzed, packaged and achieved capital for a wide variety of real estate projects. Clients who are actively pursuing, developing and investing in projects have regularly sought our advice and financial analysis capabilities. Our experience ranges from large scale, master planned communities to urban redevelopment projects, spanning all land uses and development issues of all sizes and types. These engagements have been undertaken principally throughout North America and Mexico.

A snapshot of a few of the services we render for both the residential and commercial sectors:

- **Market Analysis** for mixed use, urban and suburban properties. Studies concentrate on market depth for specific products, detailed recommendations for product type, absorption and future competition. It also includes economic overviews and forecasts of the relevant communities.

- **Financial Feasibility Studies** for new projects of multiple types, including condominium, apartment, office, and master-planned communities. Studies incorporate debt and equity needs, sensitivity analyses, rates of return and land valuations.

- **Litigation support/expert witness services** for real estate and financial related issues, including economic damages/losses, valuations, historic market conditions and due diligence. We have extensive deposition, trial, mediation and arbitration experience.

- **Investment studies for firms acquiring or disposing of real estate.** Studies include valuation, repositioning projects and portfolios, economic/real estate forecasts and valuation of partnerships. Often, the commercial studies include the valuation of businesses.

- **Estate Planning services** including valuation of portfolios, development of strategies for disposition or repositioning portfolios, succession planning and advisory services for high-net-worth individuals. We have also been involved in numerous marriage dissolution assignments where real estate is involved.

- **Fiscal Impact, Job Generation and Economic Multiplier Effect Reports**, traditionally prepared for larger commercial projects and in support of Environmental Impact Reports. We have been retained by both developers and municipalities for these reports. The studies typically relate to the tax revenues and employment impacts of new projects.

The London Group also draws upon the experience of professional relationships in the development, legal services, financial placement fields as well as its own staff. Clients who are actively investigating and investing in apartment projects, retail centers, commercial projects, mixed use developments and large master plans have regularly sought our advice and financial analysis capabilities.

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Carlsbad: 2792 Gateway Road #104 | Carlsbad, CA 92009 | (619) 269-4012

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Contact Information

This analysis was prepared by London Moeder Advisors commissioned by Baldwin & Sons.

Research for this project was completed in May 2021. Conclusions and recommendations are strictly those of London Moeder Advisors. Users of this information should recognize that assumptions and projections contained in this report *will* vary from the actual experience in the marketplace. Therefore, London Moeder Advisors is not responsible for the actions taken or any limitations, financial or otherwise, of property owners, investors, developers, lenders, public agencies, operators or tenants.

This assignment was completed by the staff of London Moeder Advisors. **Nathan Moeder**, Principal, served as project director. **Jonathan Rivas**, Investment Analyst, conducted analysis and prepared exhibits in this report. **Gary London,** Senior Principal, provided strategic consultation and recommendations. For further information or questions contact us at:

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February 18, 2021

Mr. Jason Kruckeberg
Development Services Director
City of Arcadia
240 West Huntington Drive
Arcadia, CA 91007

RE: Retail Analysis
Proposed **Alexan Arcadia** Plans
January 13, 2021

Jason:

I have outlined my observations below of the referenced plans as drawn by **studioneleven** (**111**) in conjunction with **Trammell Crow Residential** (**TCR**) and dated January 13, 2021.

The **Alexan Arcadia** is a large, mid-block, mixed-use project, as contemplated by the architect and developer, in a key city block within downtown Arcadia. Key because of its role relative to public transportation, city services and as a catalyst for gentrification.

Alexan Arcadia: Retail Opportunities and Challenges

Opportunities:

- *Large project* area offers a big canvas for place-making, connectivity, housing, and amenities---the project area encompasses almost ½ a city block;
- *Strategic* Location in the *center* of historic downtown Arcadia means the right project should further catalyze additional downtown mixed-use developments;
- Adjacent the **United States Postal Service** main branch;

- Across the street from the **Metro Gold Line Train Station and Plaza** as well as Recreational Equipment Inc (**REI**).;
- Other notable drivers of activity within the block include a full service **24-Hour Fitness** Club and another new mixed-use project: **57 Wheeler**

Challenges:

- Midblock locations are challenging for retail in general. Chain retailers typically want space at *signalized* corners for visibility from more than one street;
- The project's Wheeler Avenue frontage is in effect hidden; Sight lines from Santa Anita Avenue are *limited at best,* and non-existent from Santa Clara Street, First Avenue and Huntington Drive.

My experience prior to now working on mixed-use projects has been that the multi-family developer usually understands **residential** based upon its dominant role driving the project and their training—but they usually *stumble with retail*, due to lack of experience with the product type. Size and sophistication are no guarantee; I have worked with national developers who own and manage in excess of 60,000 units who make the same mistakes as small local players.

The result: Attractive residential projects, unfortunately with retail space that remains vacant or has high turnover because its hidden or lacks visibility from the street (or lacks parking, or loading, etc.,). Unfortunately, the ground floor is what the public often sees first, and vacant space becomes the "face" of the project. Vacant space takes energy away from adjacent public spaces, inhibits place-making, and long term, it can attract other problems like *homelessness* and *blight*.

So when it comes to mixed-use retail (or commercial) ground floor space---for the architect/developer there is always a tension between the objectives of **functionality** and **design** when it comes to designing retail space that both looks beautiful and works for successful retailers, restaurants and services.

In my opinion, **111** and **TCR** have come up with a ground floor design and leasing plan that is brilliant in balancing the two aforementioned objectives.

The Retail Solution: Non-Retail Uses in Dramatic Retail Space

111 and **TCR** have come up with an overall plan for the ground floor commercial/retail space that creates beautiful space but is grounded in reality based upon the challenges above to program the space with uses that are viable ie., resident amenities, limited food and beverage and public space . They have done this by designing two-story, mostly glass frontages on both Santa Clara Street and Wheeler Avenue for dramatic effect. Most mixed-use developers avoid building ground floor space this tall if only from a cost/benefit analysis: Adding another 5-10 feet of height simply means more steel, more concrete, more glass---usually with no incremental rent gain. TCR deserves

a lot of credit for advocating for a stunning ground floor design that will cost more but create a great environment for a 24-hour live/work/play place to anchor the entire block.

1. **Proposed Retail Spaces**

   a. **Two-story Fitness Amenity Deck**: A great idea for the Santa Clara Street frontage. All glass, two-story store fronts allows pedestrians and drivers to see easily into the space from Santa Clara Street where residents will be working out, running, biking, lifting weights. This is a great use to "activate" the space visually.
   b. Embedded in the **Fitness Deck** is a smaller **Coffee Bar/lounge** again fronting the street—As proposed this will not be tenant operated per the legend. This

is a detail to clarify with TCR—will the property management team man this as an amenity for residents?

c. Adjacent the **Coffee Bar/Lounge** is an **enclosed Outdoor Café** seating area fronting Santa Clara Street, further increasing activity and *connecting* the project to the street;
d. A proposed **Café** addition to the existing office tower fronting Santa Anita Avenue extends the reach of the project to this cross street as well. Note **111** proposes hardscape surfaces to create pedestrian connectivity between the project and the **Café**/Office Tower area.
e. **Two-story Shop Keeper** residences fronting Wheeler Avenue again create a great dramatic retail effect for passersby, while the proposed *use* of the space makes much more sense given the lack of retail visibility of this frontage. Residents of these units can successfully run storefront businesses from the ground floor that will be service and destination oriented.

2. Proposed Public Space and Pedestrian/Auto Ingress/Egress

a. Automobile: The project provides three (3) points of ingress/egress from Santa Anita Ave (1), Santa Clara Street (2), which should allow for easy circulation in and out of the project;
b. Parking: Since there is a very limited amount of retail (the Café and Shopkeeper spaces) as shown, there is more than enough parking at grade that can be designated for retail parking. I would suggest the south

end of the at grade parking field be retail parking at **5/1,000** sf for Café and **3/1,000** sf for the Shopkeeper (ground floor only) spaces.

c. Pedestrian Access: **TCR** and **111** have proposed north-south pedestrian paths of travel flanking the project that are a balance of design and function. They serve to create connectivity with the adjacent properties in the block and the streets to the north and west. They are enhanced with landscape and outdoor seating, and lit at night to extend "place making" into the evening for residents as well as visitors, workers from adjacent businesses, travelers from the Gold Line, etc.,

   Specifically:

   The Eastern Paseo shown has been enhanced with hardscape and landscape, strings of overhead lights, and it has been extended across Wheeler Avenue to create a connection with buildings on the southern side of the block and Huntington Drive;

   The Western Paseo shown includes: An outdoor room/lounge and moveable benches and seating;

Summary

Ironically, as a retail real estate advisor for 27 years to tenants, landlords and government, I find myself cheering for a gateway mixed-use project with a *minimal* amount of retail/restaurant square footage by design.

This plan is clever and appropriate based upon the site opportunities and challenges: The developer is proposing a grand design for the commercial space while proposing programming of the space that is grounded in reality. The location and visibility of the space do not lend themselves to successful retailer outcomes.

However, the limited amount of food space (well-located adjacent Santa Anita Avenue) with landscaped and enclosed outdoor patios will be successful. And the dramatic fitness deck and coffee bar for residents achieves the same result as good retail space (minus sales tax): activity, action and place making. Lastly the two-story shopkeeper unit is a great solution for the Wheeler Avenue storefronts that are hidden from the street, and would otherwise suffer continuous vacancy and turnover if programmed for traditional retail uses.

My summary recommendations:

- Confirm with TCR how/if the coffee bar/lounge fronting Santa Clara Street will be manned/operated by the management company;
- Create designated retail parking spaces at grade for the Café fronting Santa Anita Avenue and the Shopkeeper spaces per parking codes for retail and office uses;

Please contact me with your questions or comments regarding this analysis.

Sincerely,

Timothy A Genske

Timothy A. Genske
Senior Vice President
CBRE PIES (Public Institutions and Education Services) Advisor
234 South Brand Blvd
Suite 800
Glendale, CA 91204

ARCADIA PLANNING COMMISSION
REGULAR MEETING MINUTES
TUESDAY, APRIL 26, 2022

CALL TO ORDER Chair Lin called the meeting to order at 7:00 p.m.

ROLL CALL

PRESENT: Chair Lin, Vice Chair Chan, Thompson, Tsoi, Wilander

SUPPLEMENTAL INFORMATION FROM STAFF REGARDING AGENDA ITEMS

There was no supplemental information.

PUBLIC COMMENTS (5 minute time limit per person)

There were none.

PUBLIC HEARING

1. **Resolution No. 2092** – Approving Single Family Architectural Design Review No. SFADR 21-17 and Planning Commission Administrative Modification No. PC AM 21-05 with a Categorical Exemption Under the California Environmental Quality Act (CEQA) for a front yard setback modification of a proposed two-story residence at 172 W. Palm Drive

   Recommendation: Adopt Resolution No. 2092

   Applicant: Thomas Li

   Chair Lin introduced the item and Assistant Planner Edwin Arreola presented the staff report.

   Commissioner Thompson asked if there were findings for the design review in terms of the scale of the home relative to existing homes in the vicinity. Mr. Arreola confirmed that Staff compared the nearby homes and found that there were existing two-story homes of similar size. He noted that while there are also several single-story homes near the project, the neighborhood appears to be transition, with roughly half of the homes being single-story and the other half two-story.

   Chair Lin opened the public hearing and asked if the Applicant would like to speak on the item.

   The project designer, Thomas Li, explained that he is asking for a setback modification in order to follow the existing development pattern within the neighborhood. The adjacent property with the large front yard setback is the anomaly compared to the rest of the homes on this block and street.

   There were no public comments on the item and the Commission had no questions for the Applicant.

MOTION- PUBLIC HEARING

It was moved by Commissioner Wilander, seconded by Commissioner Tsoi, to close the public hearing. Without objection, the motion was approved.

DISCUSSION

Commissioner Thompson agreed with the Applicant's assessment of the lot next door being the anomaly in that it has an unusually large front yard setback compared to the rest of neighborhood and felt that the requested setback modification promotes uniformity with the rest of the homes in the neighborhood in terms of setback. Thompson commented that the floor ratio size for the project was much greater in comparison to the nearby single-story homes, but ultimately was in favor of approving the setback modification.

Vice Chair Chan had no comments and supported the project.

Commission Wilander felt the Applicant met all necessary requirements and found the modification request reasonable and appropriate for the project.

Commissioner Tsoi noted that the substantially larger lot next door creates an unreasonable average setback length for the project site and found the modified setback request to be reasonable and adequate for the lot size and neighborhood uniformity.

Chair Lin agreed with the rest of the Commission that the proposed setback is adequate. He added that the lot next door is much larger than neighboring homes, and that it would be unreasonable to require the project to have a larger setback only because it is next door to the larger lot. He was in favor of the project and supported the modification request.

The Commissioners were able to make the required findings for the Modification Permit and were in favor of the project.

MOTION

2. It was moved by Commissioner Wilander, seconded by Vice Chair Chan to adopt Resolution No. 2092, approving Single Family Architectural Design Review No. SFADR 21-17 and Planning Commission Administrative Modification No. PC AM 21-05 with a Categorical Exemption Under the California Environmental Quality Act (CEQA) for a front yard setback modification of a proposed two-story residence at 172 W. Palm Drive

3.

ROLL CALL

AYES: Chair Lin, Vice Chair Chan, Thompson, Tsoi, Wilander
NOES: None
ABSENT: None

There is a ten day appeal period after the adoption of the Resolution. If adopted, appeals are to be filed by 5:30 p.m. on Monday, May 09, 2022.

CONSENT CALENDAR

1. Minutes of the April 12, 2022, Regular Meeting of the Planning Commission

Recommendation: Approve

It was moved by Vice Chair Chan, seconded by Commissioner Thompson to approve the minutes of the April 12, 2022, Planning Commission Regular Meeting.

ROLL CALL

AYES: Chair Lin, Vice Chair Chan, Thompson, Tsoi, Wilander
NOES: None
ABSENT: None
ABSTAIN: None

MATTERS FROM CITY COUNCIL LIAISON

Mayor Beck notified the Commission that Council Member Sho Tay will be the new City Council Liaison for the Planning Commission beginning with the next meeting.

MATTERS FROM THE PLANNING COMMISSONERS

Vice Chair Chan informed the Commission that he will be absent for the June 14th meeting, and Chair Lin added that he will be absent from the upcoming May 10th meeting.

Commissioner Wilander asked for an update on the senior assisted care facility project at the former Coco's Restaurant at 1150 Colorado Street. Ms. Flores explained that the project is experiencing some delays and has been granted a one-year extension to their entitlement period. She added that the applicant is actively exploring ways to generate income in the interim period

MATTERS FROM ASSISTANT CITY ATTORNEY

Mr. Mauer updated the Commission on recent legislative activity with two Brown Act Bills which could make virtual meetings a permanent option after AB-361 expires.

MATTERS FROM STAFF INCLUDING UPCOMING AGENDA ITEMS

Ms. Flores informed the Commission that there are three items on the next meeting agenda, including the Alexan mixed use project that was originally scheduled for this meeting, a multi-family project and a Conditional Use Permit for Vendome Wine & Spirits. She added that formal ordinance for SB9 will be brought before the Commission at their May 24th meeting.

ADJOURNMENT

The Planning Commission adjourned the meeting at 7:23 p.m., to Tuesday, May 10, 2022, at 7:00 p.m. in the City Council Chamber.

Zi Lin
Chair, Planning Commission

ATTEST: _____

Lisa Flores
Secretary, Planning Commission