Appendix A

Notice of Preparation
Public Comment Letters
Specific Plan

INDIO
take center stage

Notice of Preparation
Draft Environmental Impact Report

The Oasis at Indio Project

May 24, 2024

From: Kendra Reif
Principal Planner
Community Development Department
City of Indio
100 Civic Center Mall
Indio, CA 92201

The City of Indio (City) will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the BH Properties Industrial/residential Project (Project). The Project description and location, as well as the potential environmental effects proposed for analysis in the Draft EIR, are contained in the attached Initial Study. The project proposes the development of a mixed-use community on approximately 186 acres of vacant land south of Avenue 42, west of Monroe Street, and north of the Interstate 10 freeway. The mixed-use project will consist of residential, commercial, and industrial uses separated into four planning areas. The EIR evaluates potential environmental impacts with the development of two buildout scenarios: (1) Maximum Buildout Scenario (MBS), which assumes buildout of the project resulting in 3,240 dwelling units, 20,000 square feet of retail commercial uses, and 1,806,290 square feet of industrial development; and (2) Scenario #2, which assumes lesser buildout than the MBS but within the maximum intensities permitted. Scenario #2 would result in 1,320 dwelling units, 71,600 square feet of retail commercial uses, a 128 key hotel/motel, and 1,806,290 square feet of industrial uses.

The City needs to know the views of your agency as to the scope and content of the environmental information relevant to your agency's responsibilities in connection with the proposed Project. Your agency may need to use the EIR prepared by the City when considering any permits or other approvals for this Project. Comments are also invited from all other interested parties.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

A scoping meeting was held on **October 12, 2023,** from **6:00 p.m.** to 7:**00 p.m.** at **Shadow Hills High School** in Indio. The scoping meeting provided an opportunity to learn more about the proposed Project and provide comments on the possible environmental effects the City should study in the EIR.

Please send your response to Kendra Reif, the City's Principal Planner, at the address shown above. Please include the name, address, and other contact information for an agency representative who should receive future notices and correspondence related to this Project.

Thank you for participating in the City's environmental review of this proposed Project.

Signature: _____
Kendra Reif

Title: Principal Planner
Telephone: (760) 391-4086

Please use this link to access the City's Initial Study: https://www.indio.org/home/showpublisheddocument/4405.

CITY OF INDIO
Community Development Department
100 Civic Center Mall
Indio CA 92202
(760) 391-4120
(760) 391-4027

ENVIRONMENTAL INITIAL STUDY

Project Title:	Oasis at Indio Specific Plan, formerly known as BH Properties
Case No:	Environmental Assessment General Plan Amendment Specific Plan Tentative Tract Map Development Agreement
Lead Agency Name and Address:	City of Indio Community Development Department 100 Civic Center Mall P.O. Drawer 1788 Indio, CA 92202
Property Owner/ Developer:	BH Properties, Inc. c/o David Um 1650 Spruce Street, Suite 106 Riverside, CA 92507
Applicant:	BH Properties, Inc. c/o David Um 1650 Spruce Street, Suite 106 Riverside, CA 92507
Engineer:	MSA Consulting, Inc. 34200 Bob Hope Drive, Rancho Mirage, CA 92270 (760) 320-9811
Contact Person and Phone Number:	Kevin Snyder, AICP, Community Development Director Community Development Department (760) 391-4016
Project Location:	Southwest Corner of Avenue 42 and Monroe Street, Indio APN: 610-020-001, 610-020-010, 610-020-012, 610-020-013, 610-020-021, 610-020-034, and 610-020-036
Zoning Designation:	Existing – Specific Plan (MU-SP), Mixed-Use Neighborhood (MUN), Regional Commercial (RC) Proposed – Specific Plan (MU-SP)
General Plan Designations:	Existing – Mixed-Use Neighborhood (MUN), Regional Commercial (RC) Proposed – Specific Plan

PROJECT DESCRIPTION

Project Location

The Oasis at Indio Specific Plan (hereafter "project") is proposed in the City of Indio. The City of Indio (hereafter "City") is within the Coachella Valley area of Riverside County. The project Vicinity Map is included as Exhibit 1. The approximately 186-acre project site is located at the southwest corner of Avenue 42 and Monroe Street. The project's northern boundary is delineated by Avenue 42 and transmission electric power lines. The eastern and southern boundaries are delineated by Monroe Street and Interstate 10 freeway (I-10), respectively. The Thousand Palms Canyon Wash delineates the project's western boundary. The property is made up of seven parcels identified as Assessor's Parcel Numbers (APN) 610-020-001, 610-020-010, 610-020-012, 610-020-013, 610-020-021, 610-020-034, and 610-020-036. The project site is within a portion of the north ½ of Section 15, Township 5 South, Range 7 East, San Bernardino Base and Meridian. The USGS Topographic Map is included as Exhibit 2.

Surrounding Properties

Areas surrounding the project site include a mix of agricultural, vacant, and developed lands. Agricultural lots and vacant land are located north of the project, separated by Avenue 42. A commercial area and a vacant lot are located east of the project, separated by Monroe Street. The commercial area consists of a gas station, convenience store, and drive-through coffee shop. The Coachella Valley Stormwater Channel is located approximately 340 feet south of the project site, south of the I-10. The Thousand Palms Canyon Wash is located adjacent to the western project site boundary, west of a row of tamarisk trees. A Site Location Map is included as Exhibit 3.

Existing Project Conditions

The approximately 186-acre project site is characterized by vacant land with scattered vegetation. The western portion of the project site has been disturbed with previous agricultural and commercial uses. Foundations from previous residential and commercial buildings remain, however, the structures have been removed. Existing tamarisk and date palm trees were planted near the previous structures. The center of the site is transected by electric transmission lines and an unpaved utility easement. The eastern portion of the project site also historically contained agricultural activities and associated structures, which have been completely removed. This portion of the property is currently characterized by scattered low-lying vegetation. Apart from vehicle tire tracks and the disturbance along Monroe Street, the eastern portion of the site is largely undisturbed.

Project History

Several Master Plan entitlements were approved on the subject site. In 1995, the Gateway Conceptual Specific Plan was approved, covering over 2,700 acres and proposing a planned mixture of commercial, business, office, and residential uses. The western portion of the project site was located within the Gateway Conceptual Specific Plan, designated for Mixed Use (MU7). In 2007, the City of Indio approved "Thymes Square" Project Master Plan on 63.2 acres (APN: 610-020-010) located on the southeast corner of Avenue 42 and the Flood Control Channel right-of-way. The approval authorized the development of Mixed Use on the existing Gateway Conceptual Specific Plan. The Thymes Square entitlements allowed 217 Residential units (32.6 acres) on the western half of the master plan, Open Space/Recreation (5-acre public park), and future Commercial/Business Park development (10 acres) on the northeastern potion and Light Industrial/Business Park development (11.1 acres) on the southeastern portion of the master plan site.

In 2008, the City of Indio approved the Clinton Freeway Business Park Project Master Plan - A 22.6-acre project (APN: 610-020-012 and 610-020-013) immediately south of the "Thymes Square" mixed-use project. The approval authorized the development of a Mixed-Use business park with three basic components: showroom retail businesses (6.3 acres) taking advantage of the site's direct freeway visibility, light industrial businesses (11 acres) requiring large indoor spaces for light manufacturing, assembly, and storage as well as "industrial incubator" units (4.3 acres) adjacent to Clinton Street with more modest square footages to serve small businesses.

Neither master plans nor the specific plan have been implemented and the site currently remains vacant.

Proposed Project

The proposed project includes development of a mixed-use property with industrial, commercial, and residential uses. The mixed-use project would establish a community where multi-family residential housing can support the proposed businesses that are located within walking distance.

The proposed project would include a mixed-use district and industrial district, separated into four Planning Areas (1 through 4). Planning Area (PA) 1 is situated on approximately 66 gross acres (61.20 net acres) along the northern boundary of the site and proposes Mixed Use. Planning Area 2 is located on approximately 5 gross acres (4.24 net acres) east of Planning Area 1, at the southwest corner of Avenue 42 and Monroe Street; while Planning Area 3 occupies 10 gross acres (9.35 net acres) south of PA 2. Similar to PA 1, Planning Areas 2 and 3 propose Mixed Use developments, consisting of up to 50 dwelling units per acre (du/ac) for a total of 3,240 dwelling units, and a combined total of 20,000 square feet (sf) of non-residential uses. Planning Area 4, located south of PA 1 and west of PA 2 and 3, occupies approximately 100 gross acres (95.31 net acres) of the project. PA 4 proposes the development of 1,806,290 sf of industrial development.

Public rights-of-way would occupy 5 gross acres, while the east-west trending roadway that goes through the site ("A" Street) would cover 10.19 acres of the project area. The project's land use plan summary is provided in the table below.

Table 1-1 Land Use Plan Statistical Summary

Land Use District	PA	Acreage (Approximately)		Allowed Uses[1]	
		Gross	Net	Multi-Family Residential	Non-Residential Square Footage
Mixed-Use	1	66	61.20	20-50 DU/AC	0.50 FAR
Mixed-Use	2	5	4.24		
Mixed-Use	3	10	9.35		
Industrial	4	100	95.31	N/A	0.60 FAR
Public ROW Dedication		5		N/A	
"A" Street			10.19	N/A	
TOTALS		186	180.29	-	-

1. The "Allowed Uses" and associated intensities are reflective of the Development Standards applicable to each Planning Area district. It does not reflect maximum buildout, however, as development within the Specific Plan is also limited to the intensity identified in Table 2-2, subject to the land use equivalency ratios identified in Specific Plan Section 5.2.8. There is no equivalency ratio for industrial uses and residential or commercial square footage capacity cannot be converted to additional industrial square footage.

Notwithstanding the proposed project's permitted densities/intensities and development standards, maximum development (buildout) within the specific plan is also controlled by the development capacity limitations indicated in the table below. It is important to note that while the equivalency tables allow variation in intensity between uses, the maximums identified below are reflective of the most intensive development that could occur with buildout of the specific plan. Any of the development variants that could occur using equivalency would be consistent with and within the scope of the maximum land use intensities permitted.

Table 1-2 Land Use Plan (Maximum Buildout Scenario)

Land Use District	PA	Acreage (Approximately)		Maximum Potential	
		Gross	Net	Multi-Family Residential	Non-Residential Square Footage
Mixed-Use	1	66	61.20	50 DU/AC	20,000 sf
Mixed-Use	2	5	4.24		
Mixed-Use	3	10	9.35		
Industrial	4	100	95.31	N/A	1,806,290 sf
Public ROW Dedication		5		N/A	
"A" Street			10.19	N/A	
TOTALS		186	180.29	3,240 DU	1,877,890 sf

For purposes of analyzing potential environmental impacts associated with the project, the Draft Environmental Impact Report (DEIR) would analyze two buildout scenarios:

1. *Maximum Buildout Scenario (MBS)*: The MBS assumes buildout of the project consistent with the maximums identified in Table 1-2, which would result in 3,240 dwelling units, 20,000 sf of retail commercial uses, and 1,806,290 sf of industrial development.

2. *Scenario #2*: Scenario #2 assumes lesser buildout than the MBS but within the maximum intensities permitted. It would result in 1,320 dwelling units, 71,600 sf of retail commercial uses, a 128 key hotel/motel, and 1,806,290 sf of industrial uses. This is indicated in Table 1-3.

Table 1-3 Land Use Plan Summary (Land Use Scenario 2)

Land Use District	PA	Acreage (Approximately)		Land Uses		
		Gross	Net	Multi-Family Residential	Commercial Non-Residential Square Footage	
Mixed-Use	1	66	61.20	20 DU/AC	71,600 sf	128 Key Hotel/Motel
Mixed-Use	2	5	4.24			
Mixed-Use	3	10	9.35			
Industrial	4	100	95.31	N/A	1,806,290 sf	
Public ROW Dedication		5		N/A		
Interior ROW			10.19	N/A		
TOTALS		**186**	**180.29**	**1,320 DU**	**1,877,890 sf 128 Key Hotel/Motel**	

This Initial Study and the DEIR will focus analysis on the maximum development with the most environmental impacts, which has been determined to be the Maximum Buildout Scenario option with 3,240 dwelling units, 20,000-square-foot non-residential use, and 1,806,290-square-foot industrial use. Land Use Scenario 2 will also be analyzed where applicable utilizing the proposed 1,320 Dwelling Units, 71,60 commercial uses/128 Hotel Keys (or 1,877,890 sf total) and 1,806,290 sf Industrial Uses.

Exhibits 4 and 5 below illustrate the proposed planning areas and the conceptual land use plan, respectively.

Project Objectives

The following objectives form the physical, economic, and environmental framework upon which the proposed project is built:

- Accommodate a diverse range of land uses (commercial, residential, and industrial) and maintain a level of variety and flexibility that will allow the plan to adjust to market conditions and meet the economic, housing, and service needs of the community.
- Develop a diverse set of land uses including employment-generating land uses that create new jobs and ensure long-term economic benefits and stability for the City of Indio.
- Ensure that development has a positive effect on the City of Indio and a high quality of life for all residents by implementing a connected community that is walkable between the residential and commercial uses. Enhanced by wide sidewalks, shade from trees, pedestrian benches, safe pedestrian crossings, and landscaping along streets, and providing buffers between surrounding uses.
- Ensure the circulation network provides a safe and efficient level of connectivity for vehicles, bicyclists, and pedestrians by developing sidewalks where existing gaps occur, establishing a multi-modal transportation network to allow healthy modes of transportation, and encouraging mixed-uses near existing or planned transit services.
- Provide adequate infrastructure, services, and utilities to meet the needs of the community by requiring new developments to pay their fair share for required improvements.
- Establish appropriate land uses and development standards within the Airport Influence Area consistent with the densities, intensities, prohibited uses, and other development conditions defined in the Bermuda Dunes Airport Land Use Compatibility Plan.
- Encourage industrial land uses adjacent to I-10 that utilize existing designated truck routes and develop safe and efficient system for delivering goods and services, and accommodate buildings with loading bays that have a short direct access route to I-10 on- and off-ramps.

Project Phasing

For conservative analysis purposes, it is assumed that project construction would occur in one phase. Development would be accompanied by the orderly extension of circulation and parking facilities, public utilities, and infrastructure in accordance with the final conditions of approval for the project.

Project Circulation

The project area is served directly by Monroe Street to the east and Avenue 42 to the north. Concurrent with the development of the project, improvements to Monroe Street and Avenue 42 would result in completed street sections consistent with the City's General Plan and the Complete Street and Drainage Master Plan. All street improvements shall be constructed in accordance with applicable City of Indio design standards and specifications.

Project development would result in improvements to existing public streets as well as the development of an internal public street and private drive aisles. The internal street and drive aisles are designed to coordinate the movement of vehicles and pedestrians to minimize potential conflicts and encourage a safe and enjoyable pedestrian experience in compliance with the General Plan.

<u>Street Improvements</u>

Avenue 42: This roadway forms the northern boundary of the property. It is in an existing condition and has a proposed ultimate Right-of-way of 86 feet with a landscaped parkway on the south side. The project would construct its appropriate half section per Public Typical Street Sections. A traffic signal is proposed by the SP at the main project entry.

Monroe Street: This roadway forms the eastern boundary of the property. It is in an existing condition and has a proposed ultimate right-of-way of 134 feet. The project would construct adjacent landscaped pedestrian access as is appropriate per Public Typical Street Sections.

Street A: This proposed public roadway bisects the project site in an east/west condition, serving to separate the proposed industrial uses from most residential uses. It has a proposed ROW of 100 feet with a landscaped pedestrian parkway on the north side. The project would construct the entire street section and connect to the existing intersection on Monroe Street that includes an existing traffic signal.

Interstate 10 is located immediately south of the project site and forms the southern boundary of Planning Areas 3 and 4. I-10 is under the authority of CalTrans. Because the freeway falls completely outside of the project boundaries, development of the project does not affect CalTrans' plans for the Monroe Street on/off ramp improvements, operation, and maintenance of I-10. Drivers traveling between the project area and the freeway system would have convenient access via the on- and off-ramps at Monroe Street, Jackson Street (one mile east), and Jefferson Street (two miles east).

Alternative Transportation

Non-vehicular circulation includes pedestrian and bikeway facilities. The purpose for the non-vehicular circulation plan is to provide a Complete Street that incorporates a pedestrian- and bicycle-friendly environment and enhance connectivity across all travel modes to encourage the use of non-vehicular modes of travel.

The project would feature pedestrian access throughout the development via an integrated system of pedestrian trails that connect to on-street sidewalks. The project provides multiple pedestrian access points to connect the interior pedestrian system that allows residents and employees easy access to public sidewalks on Avenue 42, interior pedestrian access along Street A and access to the Monroe Street commercial area.

Roadway improvements along Avenue 42 and Monroe Street would include a Class IV Separated Bikeway or Cycle Track – currently, no bike path or lane exists. The Class IV Separated Bikeway or Cycle Track provides a delineated right-of-way with a physical separation or barrier between bicyclists and motor vehicle traffic. This separation can include vehicle parking, bollards, curbs, or any other physical devise that provides this separation.

The City's General Plan identifies a Class I – Bike Path along the Thousand Palms Canyon Wash abutting the project site's westerly boundary in the Planned Bicycle Network. If developed, the Class I – Bike Path would serve as a community connector to the Coachella Valley alternative transportation corridor (CV Link) – a 50-mile pathway for bicycles, pedestrians, and low-speed (up to 25-mph) electric vehicles along the Coachella Valley Stormwater Channel, Whitewater River Stormwater Channel and Tahquitz Creek that will ultimately stretch from Palm Springs to Coachella. A Class I Bike Path provides a separated bicycle/pedestrian corridor that is not served by streets and highways and is away from the influence of parallel streets.

Exhibits 6 and 7 below illustrate the project's proposed vehicular circulation and non-vehicular circulation plans, respectively.

Infrastructure and Utilities

Water

The project is served by Indio Water Authority (IWA), whose water supply is entirely groundwater pumped from deep aquifers in the Coachella Valley Subbasin. The project would connect to existing 24-inch water lines along Avenue 42 and an existing 14-inch water line at the intersection Monroe Street and Street A. The project proposes a public 18-inch water line along Street A and Clinton Street alignment. Private 12-inch lines would connect to the public 18-inch water main and provide water to the private developments. Exhibit 8 below illustrates the conceptual water plan.

Wastewater

Two wastewater treatment plants (WWTP) serve Indio. One is owned by Valley Sanitation District (VSD), which treats approximately 98 percent of Indio's wastewater. The other is owned by the Coachella Valley Water District (CVWD), which treats the remainder. The project site is located within the VSD service area for sewer. The project would connect to an existing 27-inch sewer main at the intersection of Monroe Street and Avenue 42 and an existing 15-inch sewer main at the intersection of Monroe Street and Street A. This construction would include a new sewer line along Street A, which is an east-west orientation near the middle of the project site. Exhibit 9 below illustrates the conceptual sewer plan.

Stormwater Drainage

Local drainage facilities are maintained by the City and generally convey runoff from local streets to the regional facilities, which are constructed, operated, and maintained by CVWD. The main regional flood control facility in the City of Indio is the Coachella Valley Stormwater Channel. This channel is the main drainage course for the entire Coachella Valley region from north of Palm Springs to the Salton Sea. This channel traverses through the City in a west to east direction, partially along the I-10 freeway.

The site currently drains naturally from the northwest to southeast. The local storm drain system consists of gutters, engineered storm drains, and channels. An existing 36-inch storm drain line is located along Monroe Street and a 36-inch storm drain line is proposed along Avenue 42. Onsite drainage would be managed by onsite retention basins and underground storage facilities. Exhibits 10 and 11 below illustrates the conceptual drainage and hydrology plans, respectively.

Irrigation

CVWD operates and maintains irrigation water and infrastructure associated with the All-American Canal. The Bureau of Reclamation owns the system.

The property currently contains an existing system of underground irrigation pipelines that would be abandoned. Pipelines would be crushed in place under proposed parking lot areas and completely removed under proposed buildings.

Electrical Power

Infrastructure for electricity is provided to the area by the Imperial Irrigation District (IID). The project would construct an onsite power sub-station that would provide power to the project and excess power to the community grid to enhance electric system resilience in the area. Existing overhead electricity lines would be undergrounded where appropriate based on size/capacity.

Natural Gas

The project is not currently served by natural gas facilities. Southern California Gas Company (SoCalGas) provides natural gas to the City and surrounding areas. The project would be required to connect to existing natural gas infrastructure located along the public rights-of-way.

Conceptual Landscape Plan

The Specific Plan includes guidelines for the treatment of streets, parkways, the edges of the project, entries and open space areas. The landscape architectural design would reflect a "desertscape" theme with supplemental ornamental accent landscaping while providing a commitment to water conservation and low maintenance. Integrated design would include the use of large specimen shade trees in response to the hot environment. The Landscape Design Guidelines for the project will include pedestrian-oriented streetscapes with sidewalk dimensions, a decomposed granite trail that is separate from the proposed street adjacent sidewalks, desert canopy trees, and screen walls to separate pedestrians for the industrial land uses where applicable.

General Plan Land Use and Zoning

Land Use

The General Plan designates the Project site as Mixed-Use Neighborhood (MUN) northwesterly and Regional Commercial (RC) north easterly and southerly as shown in Exhibit 2-1, General Plan Place Type Designation, in

the City of Indio General Plan. MUN designations support moderate- to higher-intensity neighborhood development that features a variety of multifamily housing choices and commercial uses along major streets. Allowed land uses include a range of single-family and multi-family residential uses, parks and recreation, mixed use (retail/office, retail/residential, office/residential, and neighborhood-serving retail, general commercial, services, entertainment, live/work, and office. RC designations support large-format retail development along with associated restaurant and commercial service activity. Allowed land uses include large-format retail, commercial services, lodging, entertainment, restaurant, parks and recreation.

Table 1-1 General Plan Place Type Designation

Land Use	Max. Gross Density/FAR	Zoning Correlation[1]
Mixed Use Neighborhood (MUN)	DU/AC: Up to 40 FAR: up to 0.5	MUN
Regional Commercial (RC)	FAR: 0.35 to 1.0	RC

1. Unified Development Code, City of Indio, 2022.

Indio Subarea

The project site is located within the Avenue 42 Corridor subarea. This subarea is comprised of large areas of undeveloped lands on both sides, with freeway access and close to many of Indio's newest neighborhoods. While the Avenue 42 Corridor encourages a pattern of connected neighborhoods, centers, and employment districts along both sides of Avenue 42 to leverage the economic and fiscal value of that area for future generations, the ultimate composition of the area may vary in response to market conditions.

GP Amendment

The adoption of the proposed project would reclassify the GP Land Use type from MUN and RC to SP to establish an appropriate land use and zoning district designation that optimizes the project area potential and facilitates achievement of project objectives.

Zoning

The existing zoning designation for the site is Specific Plan (MU-SP), Mixed Use Neighborhood (MUN) and Regional Commercial (RC). With the adoption of the proposed project, the site would be reclassified and zoned SP to permit the implementation of the proposed project subject to management and implementation tools to ensure that the goals and policies are fully satisfied in compliance with the City's General Plan.

Entitlements

Initial entitlements required for the development of the Specific Plan area include the following actions:

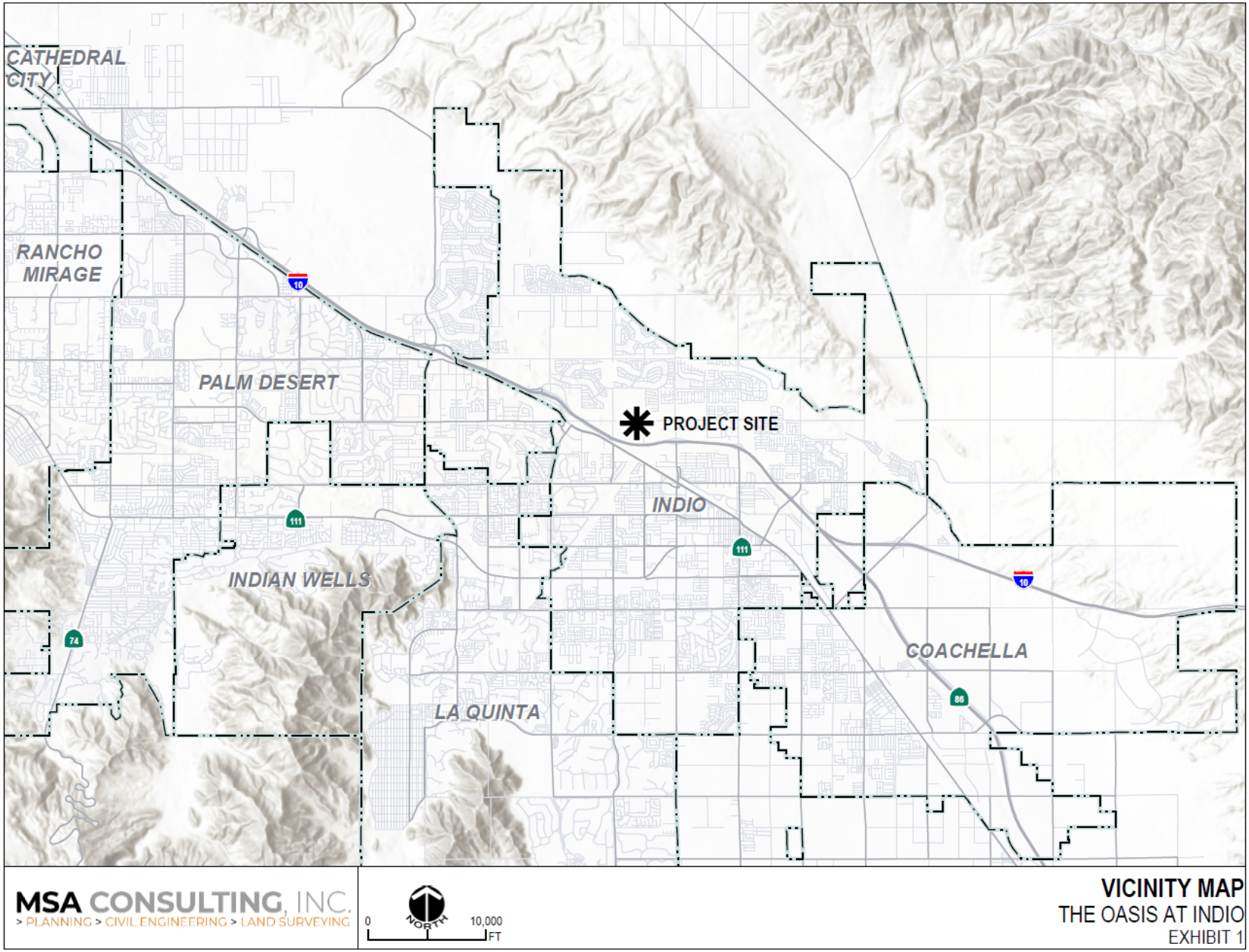
- General Plan Map Amendment – The General Plan Map Amendment would revise the GP Map from Mixed-Use Neighborhood (MUN) and Regional Commercial (RC) to Specific Plan (SP).
- Removal of western portion of project site from Gateway Specific Plan – The western portion of the project site is within the Gateway Specific Plan area, designated MU-SP. The applicant proposes removal of this area from the Gateway Specific Plan in order to apply the proposed SP to the entire project site.
- Specific Plan – The Specific Plan is a regulatory document that establishes the zoning, land use designations, development standards, and design guidelines for the entire Specific Plan area. The Specific Plan would implement the goals and policies of the City's General Plan. The Specific Plan would be considered by the Planning Commission and City Council and would be adopted by Ordinance. Subsequent tract/parcel maps or site development plans must be in substantial compliance with the adopted Specific Plan.
- Zoning Map Amendment - A zone map change from SP/PMP, MUN, and RC to Specific Plan SP is required as part of the Specific Plan adoption.
- Tentative/Parcel Map - A tentative map or parcel map is a basic tool for implementation of a specific plan. The tentative map or parcel map will create the individual lots and associated planning areas. A Tentative

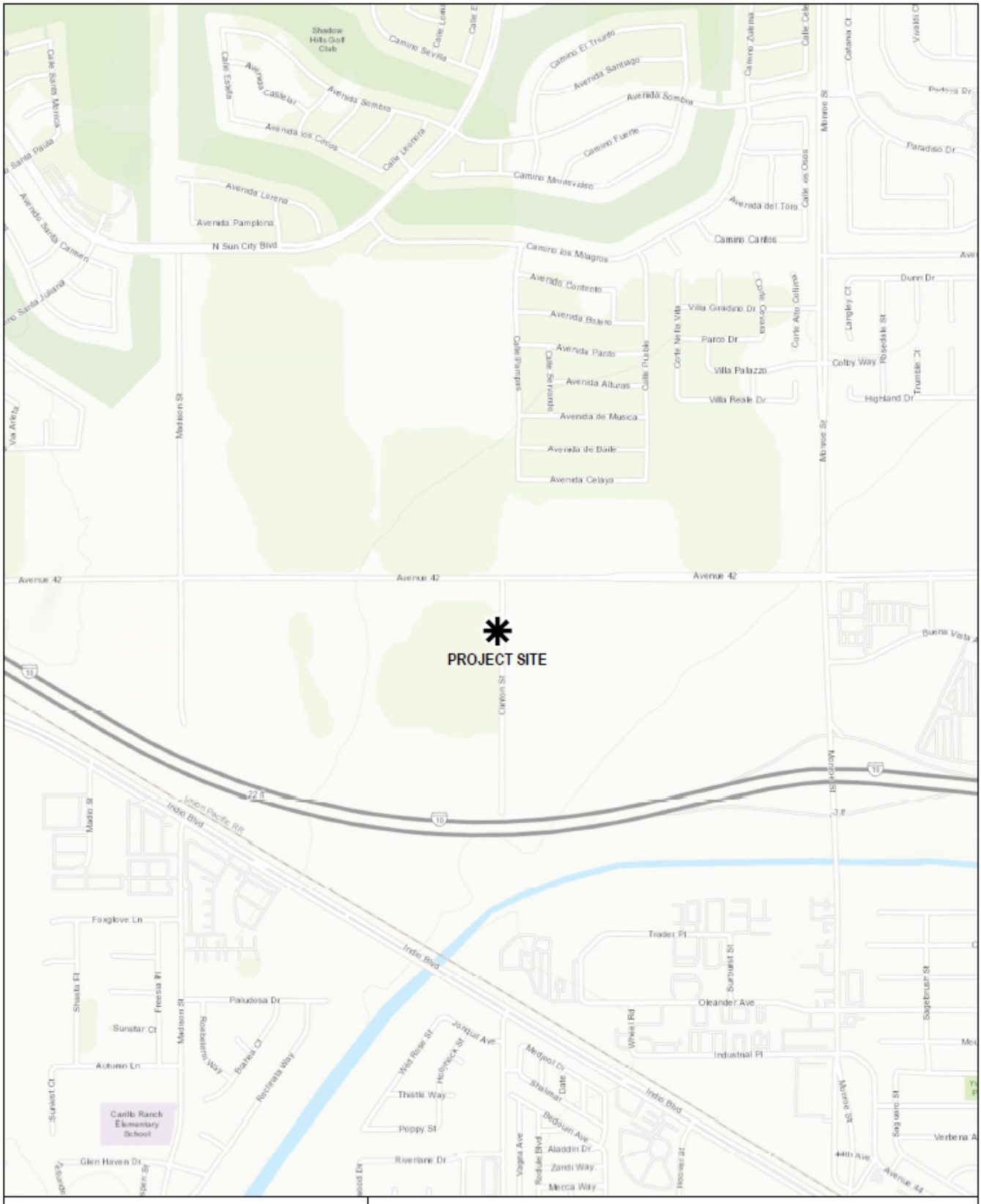
Map has been prepared and will be considered by the City concurrently with the review of this Specific Plan. The Tentative Map creates the backbone road easements, 4 development parcels, and a parcel for an IID substation.

- Development Agreement – The applicant would enter into a development agreement with the City to specify various elements of the Specific Plan development process.
- Development Plans – Development plans illustrate a proposed development's site and building design in conformance to all applicable development and use standards. A Discretionary Planning Review is required to ensure that the new development and its overall function and design supports the goals and objectives of the Specific Plan and is consistent with the adopted development standards and guidelines. The applicant plans to submit development plans for a portion of the project site to be considered by the City concurrently with the review of this Specific Plan.

Other public agencies whose approval is required

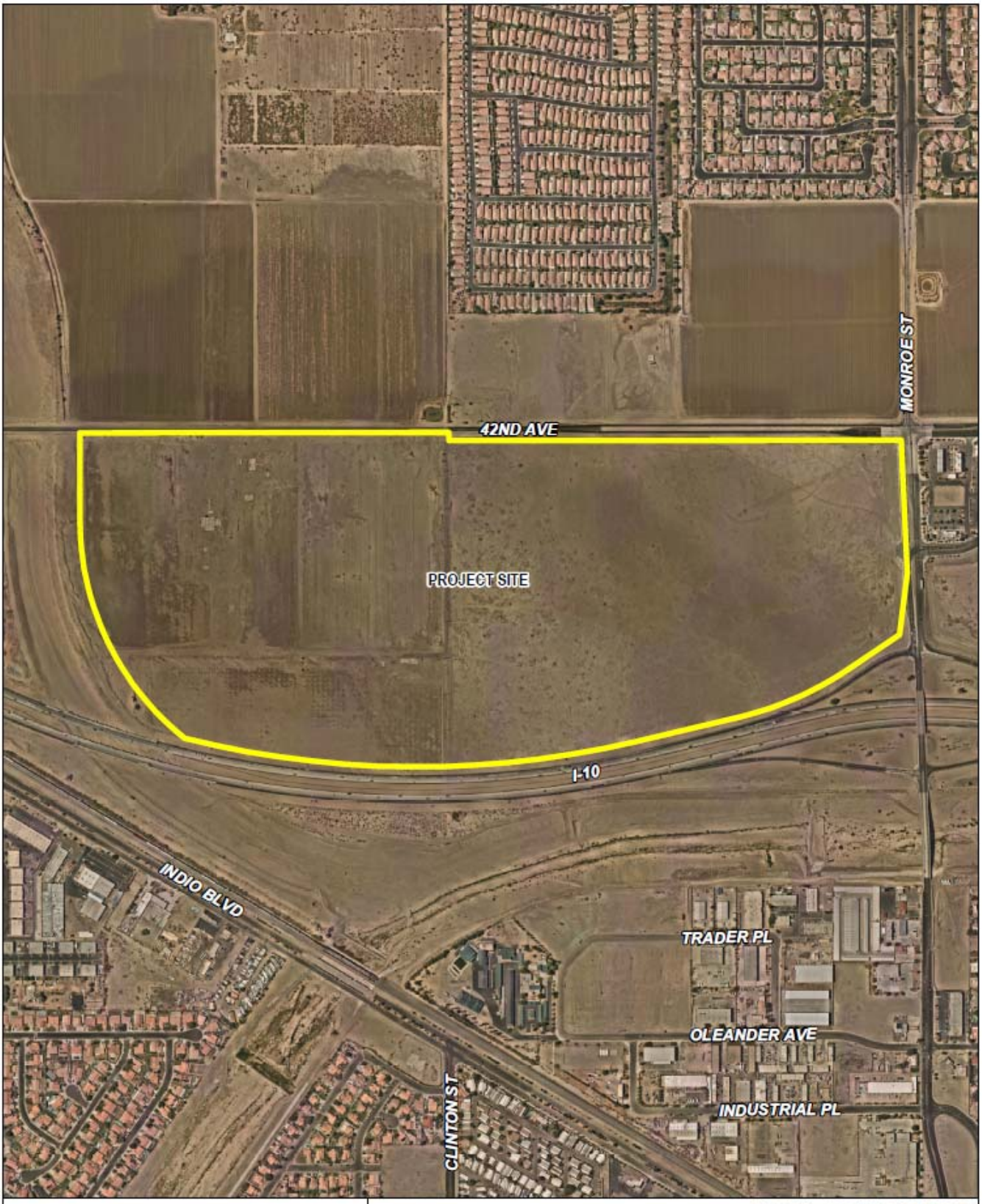
- Regional Water Quality Control Board (RWQCB)
- Indio Water Authority
- State Water Resources Control Board (SWRCB)
- Riverside County Airport Land Use Commission (ALUC)

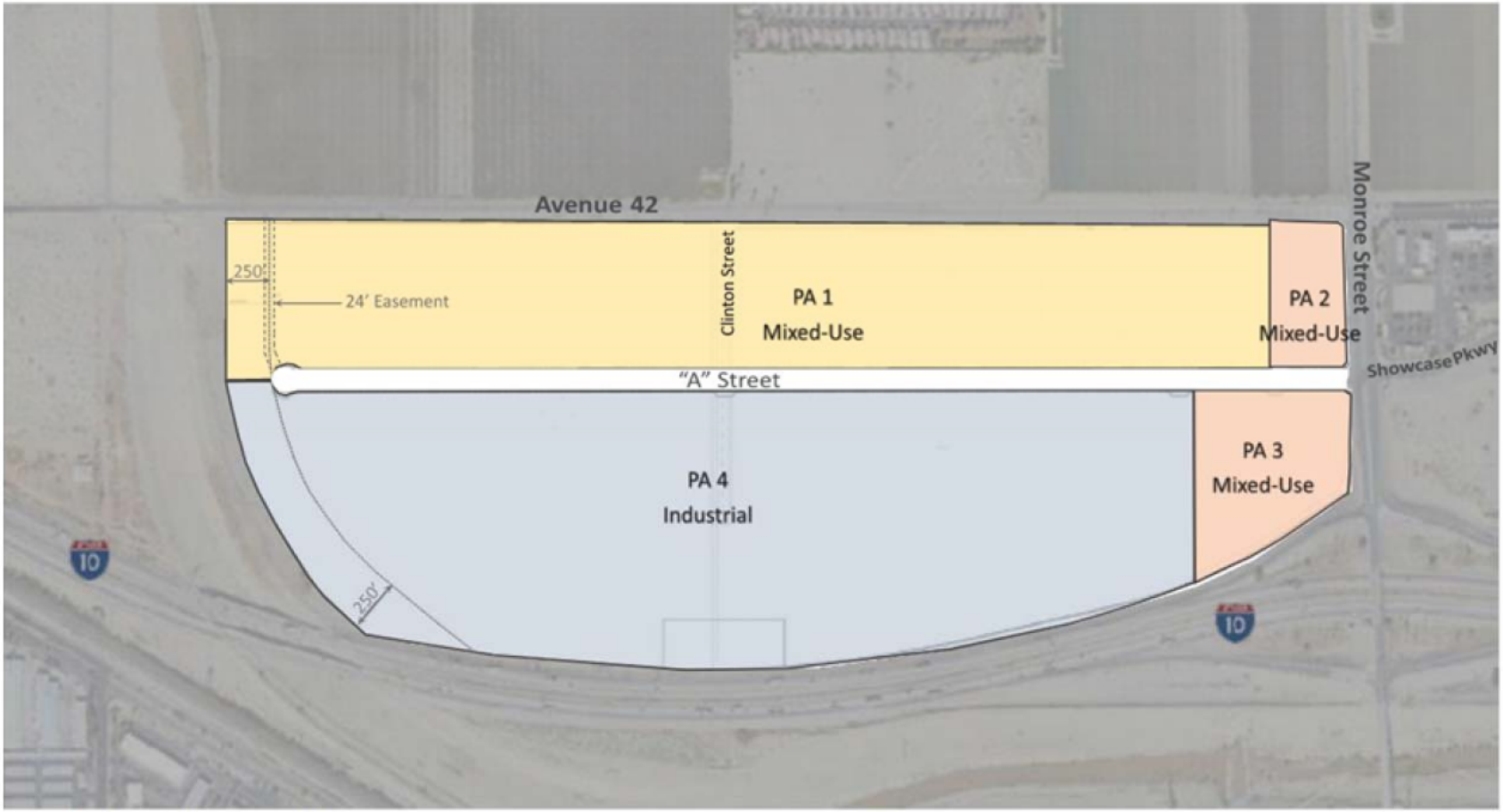

CATHEDRAL CITY
RANCHO MIRAGE
PALM DESERT
PROJECT SITE
INDIO
INDIAN WELLS
LA QUINTA
COACHELLA
10
111
74
86
MSA CONSULTING, INC.
> PLANNING > CIVIL ENGINEERING > LAND SURVEYING
NORTH
0
10,000
FT
VICINITY MAP
THE OASIS AT INDIO
EXHIBIT 1



MSA CONSULTING, INC.
> PLANNING > CIVIL ENGINEERING > LAND SURVEYING

USGS TOPOGRAPHIC MAP
THE OASIS AT INDIO
EXHIBIT 2


42ND AVE
MONROE ST
PROJECT SITE
I-10
INDIO BLVD
TRADER PL
OLEANDER AVE
INDUSTRIAL PL
CLINTON ST
MSA CONSULTING, INC.
PLANNING > CIVIL ENGINEERING > LAND SURVEYING
NORTH
0
700
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SITE LOCATION MAP
THE OASIS AT INDIO
EXHIBIT 3



Source: The Oasis at Indio Specific Plan, MIG, 2023

MSA CONSULTING, INC.
> PLANNING > CIVIL ENGINEERING > LAND SURVEYING

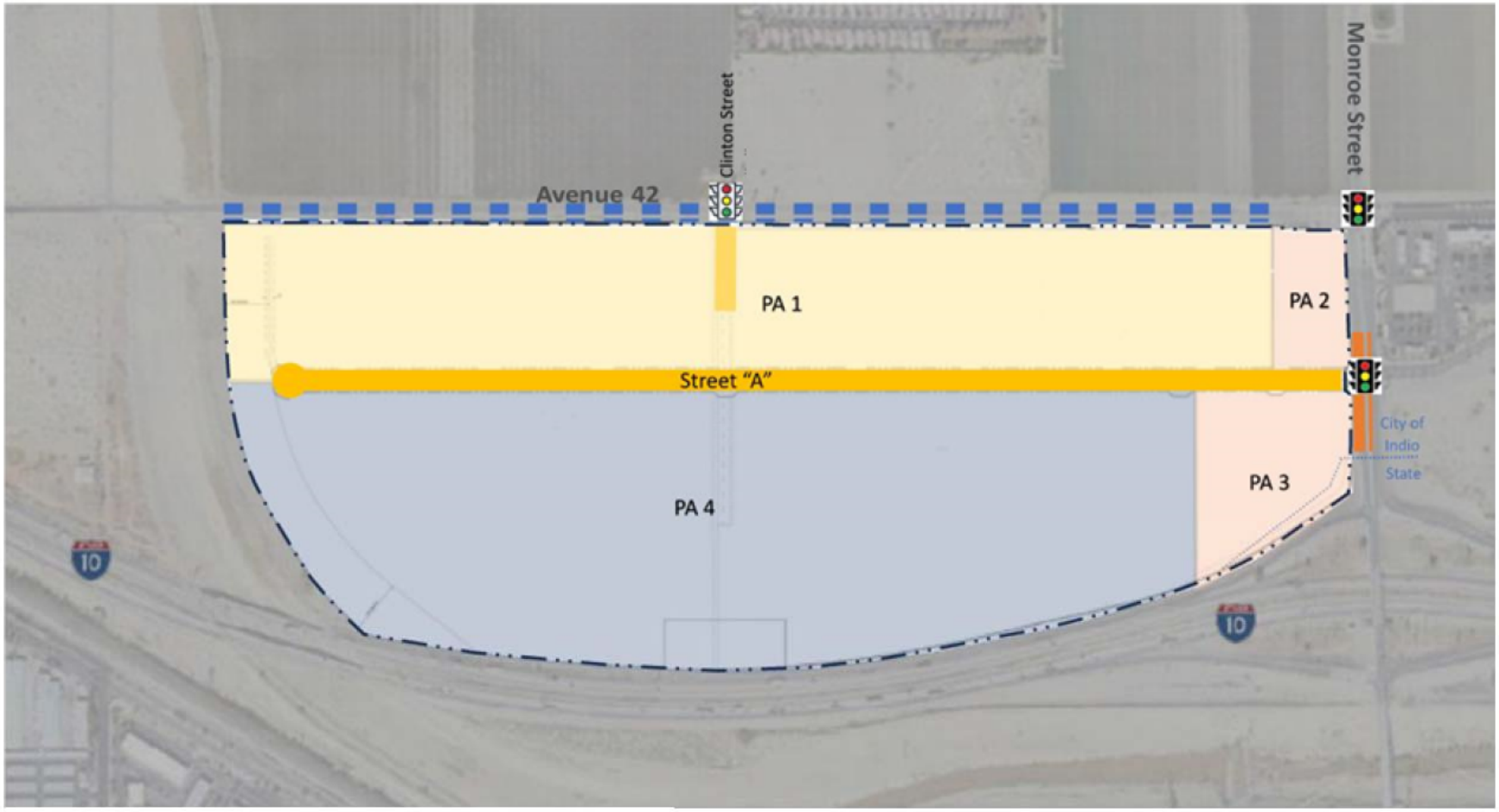
PROPOSED PLANNING AREA LAND USE PLAN
THE OASIS AT INDIO
EXHIBIT 4



Source: The Oasis at Indio Specific Plan, MIG, 2023

MSA CONSULTING, INC.
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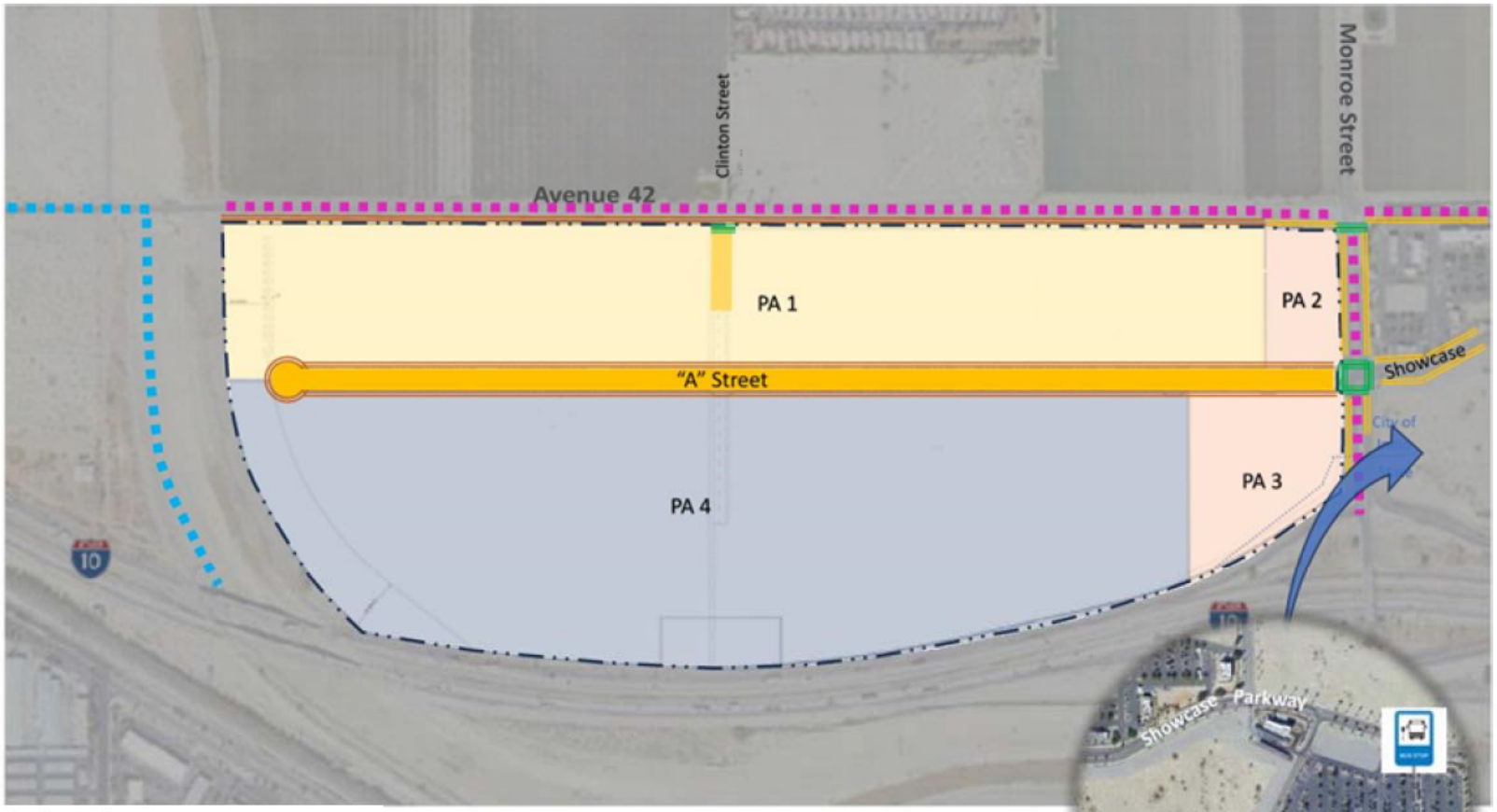
CONCEPTUAL LAND USE PLAN
THE OASIS AT INDIO
EXHIBIT 5



Source: The Oasis at Indio Specific Plan, MIG, 2023

MSA CONSULTING, INC.
> PLANNING > CIVIL ENGINEERING > LAND SURVEYING

CONCEPTUAL VEHICULAR CIRCULATION PLAN
THE OASIS AT INDIO
EXHIBIT 6



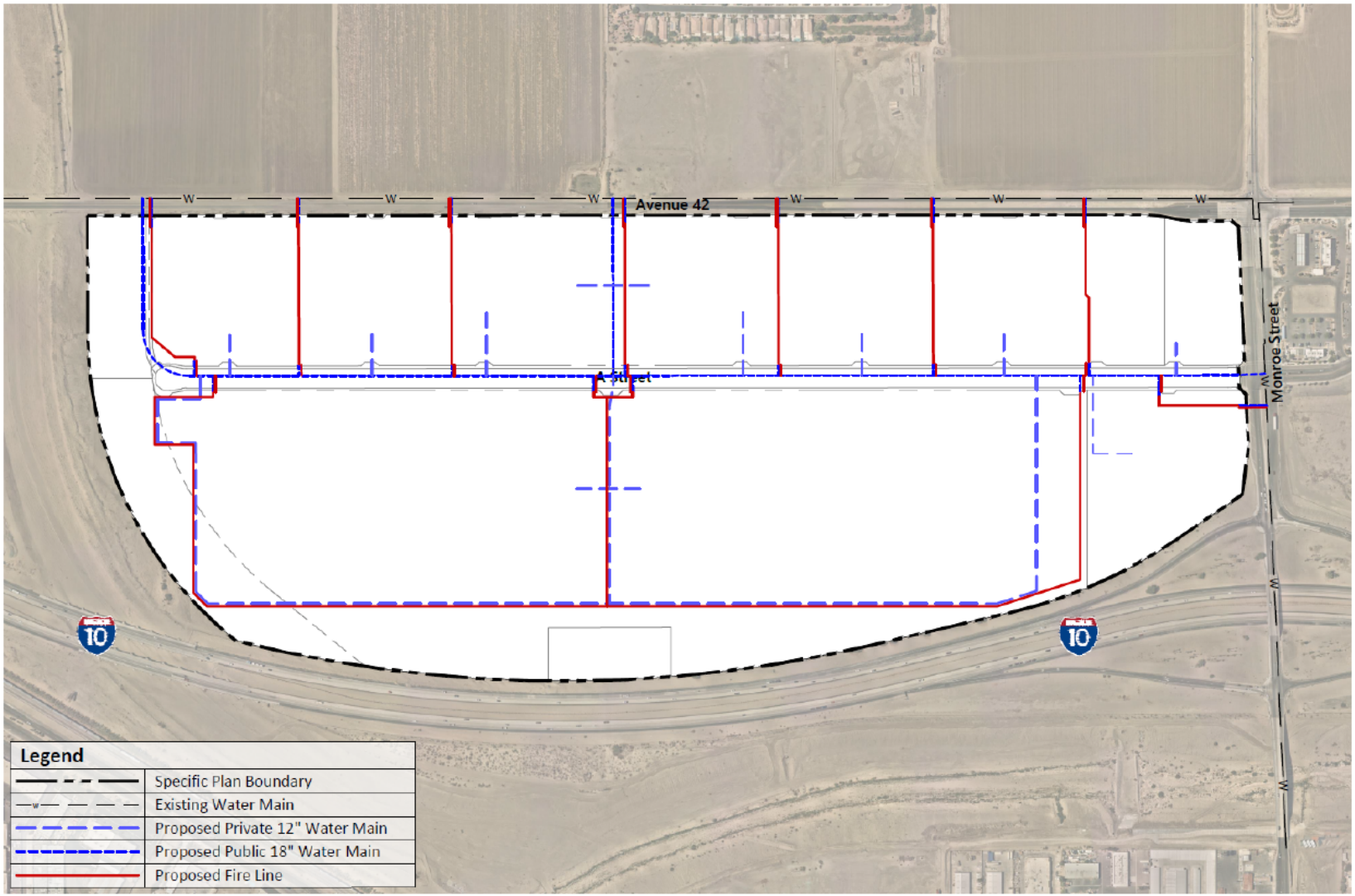
Non-Vehicular Circulation

- Existing Sidewalks
- Proposed Sidewalks
- Signalized Crosswalk
- Class IV-Cycle Track (Future)
- Class I-Bike Path (Future)
- Sunline Transit Agency Bus Stop (Existing)

Source: The Oasis at Indio Specific Plan, MIG, 2023

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> PLANNING > CIVIL ENGINEERING > LAND SURVEYING

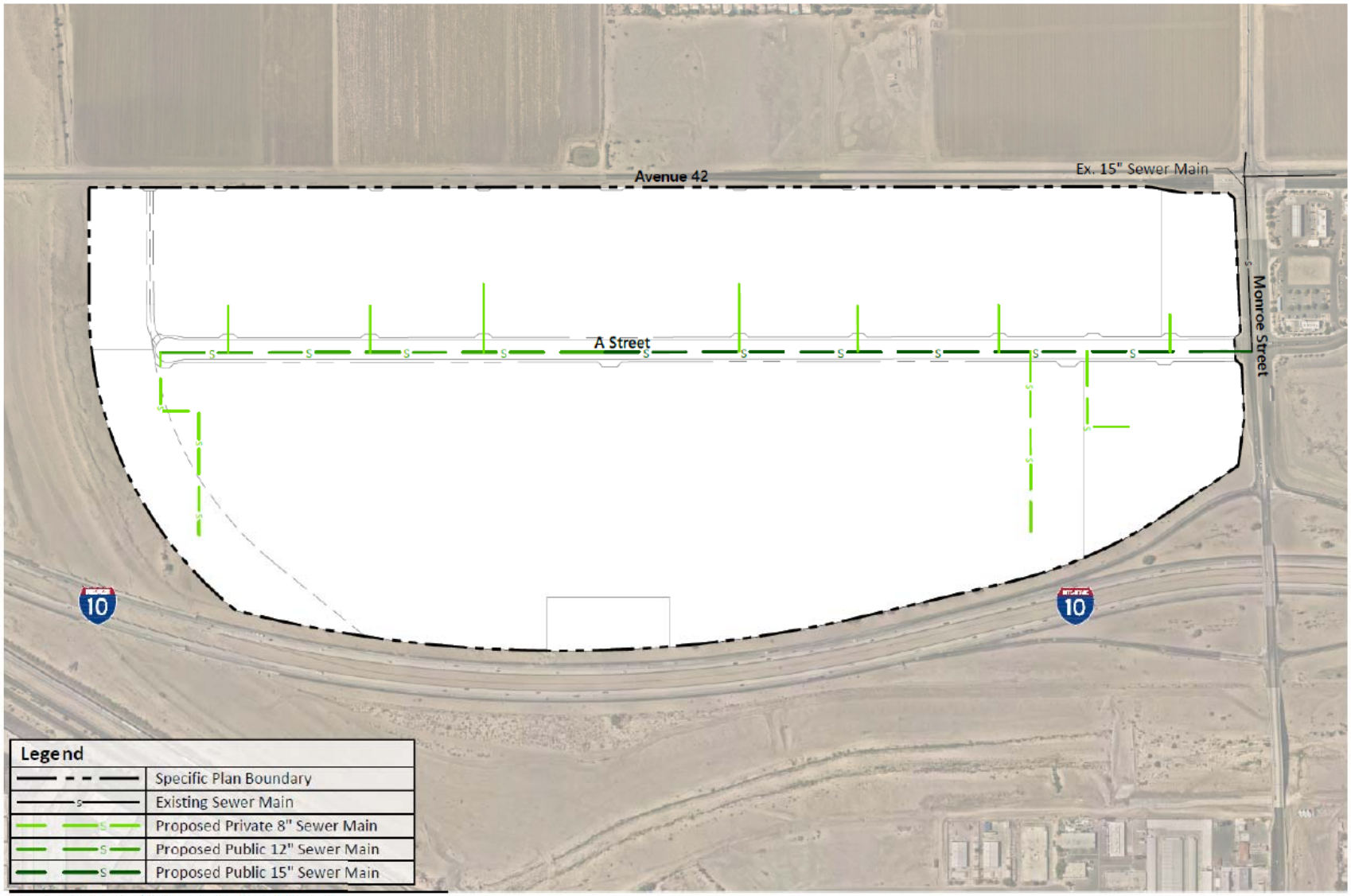
CONCEPTUAL NON-VEHICULAR CIRCULATION PLAN
THE OASIS AT INDIO
EXHIBIT 7



Source: The Oasis at Indio Specific Plan, MIG, 2023

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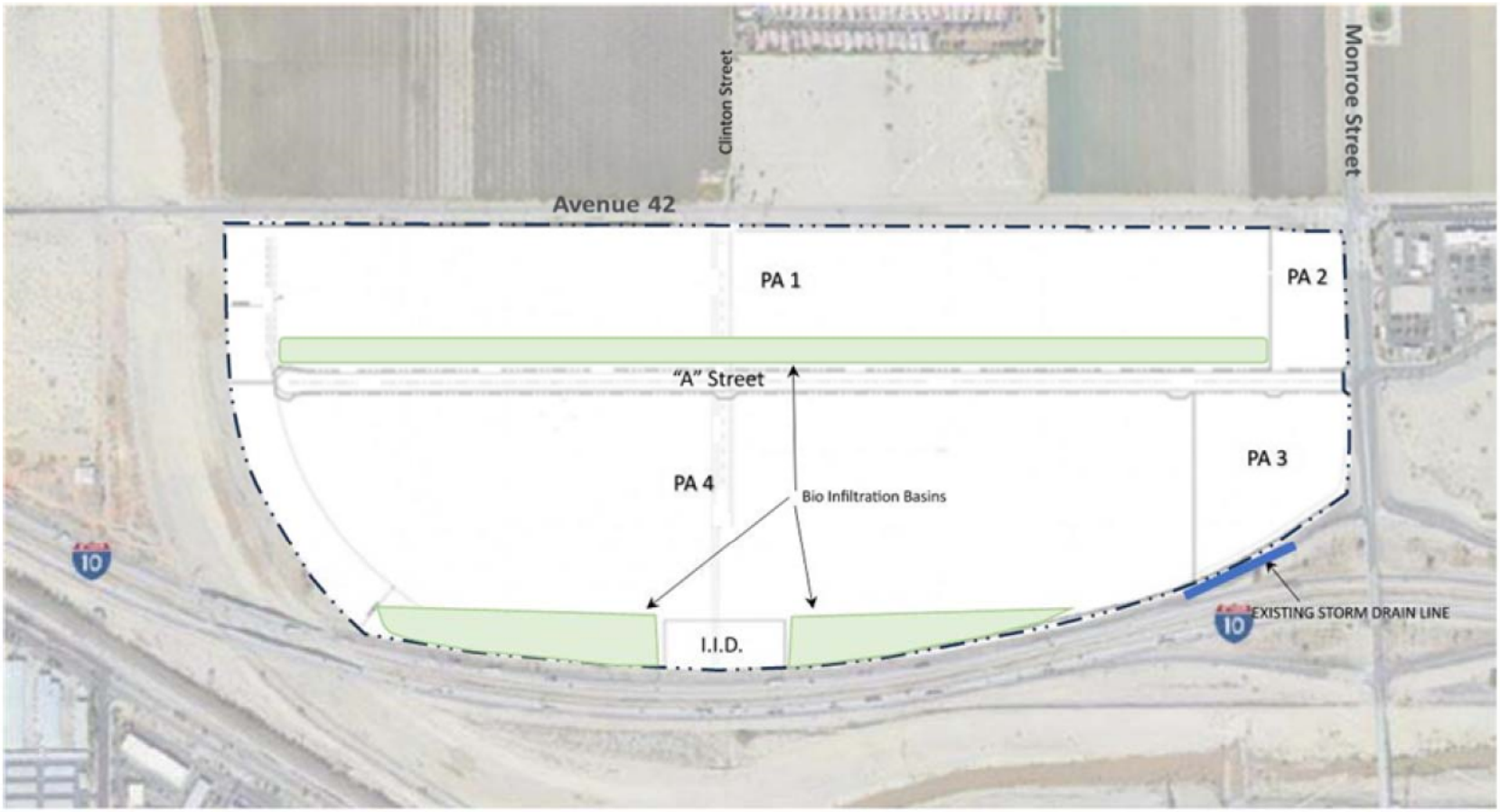
CONCEPTUAL WATER PLAN
THE OASIS AT INDIO
EXHIBIT 8



Source: The Oasis at Indio Specific Plan, MIG, 2023

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CONCEPTUAL SEWER PLAN
THE OASIS AT INDIO
EXHIBIT 9



LEGEND

Proposed Bio Infiltration Basins

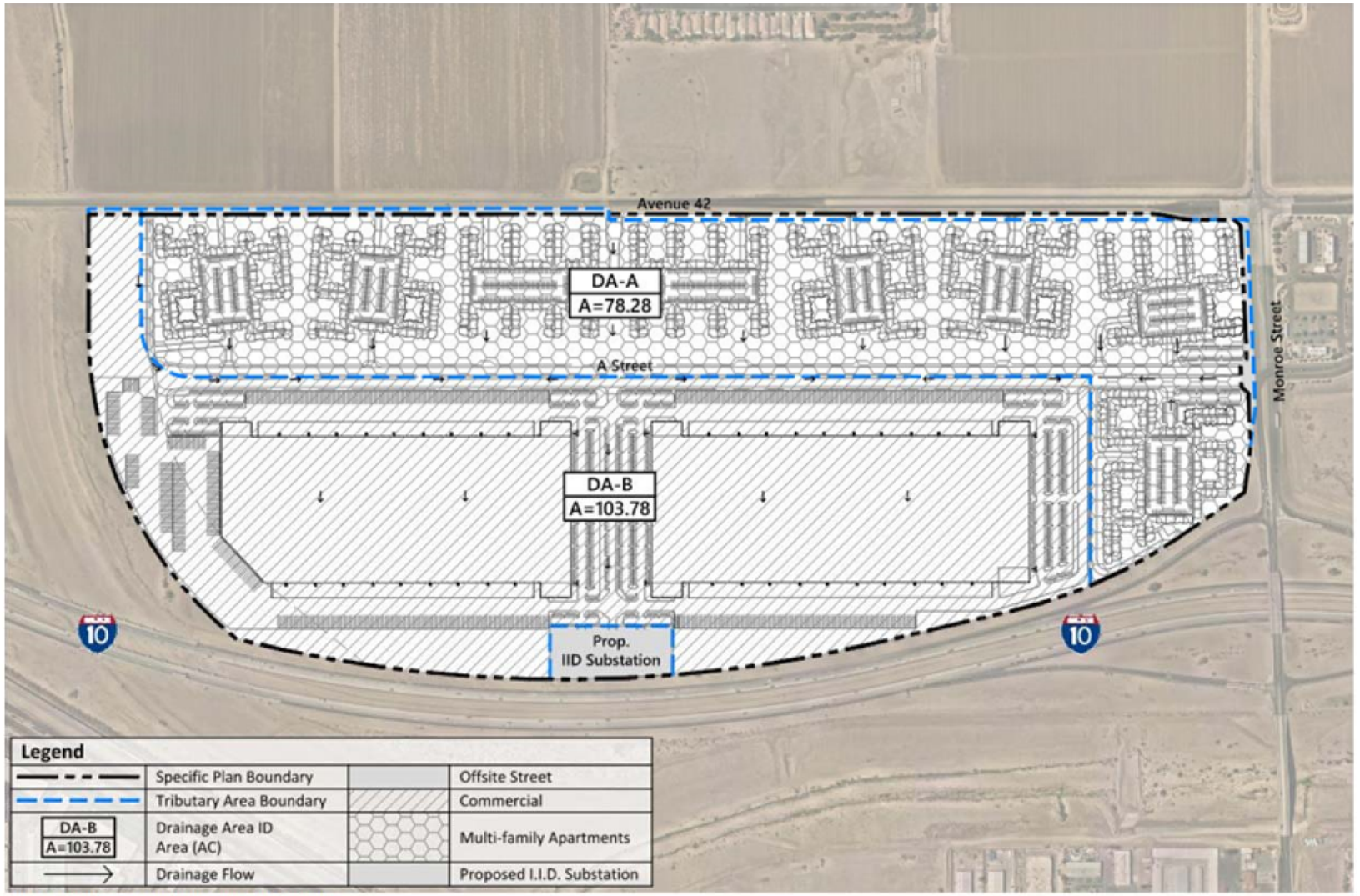
Existing Storm Drain

Specific Plan Boundary

Source: The Oasis at Indio Specific Plan, MIG, 2023

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CONCEPTUAL DRAINAGE PLAN
THE OASIS AT INDIO
EXHIBIT 10



Source: The Oasis at Indio Specific Plan, MIG, 2023

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CONCEPTUAL HYDROLOGY PLAN
THE OASIS AT INDIO
EXHIBIT 11

EVALUATION OF ENVIRONMENTAL IMPACTS:

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☒	Aesthetics	☒	Agriculture and Forestry Resources	☒	Air Quality
☒	Biological Resources	☒	Cultural Resources	☒	Energy
☒	Geology /Soils	☒	Greenhouse Gas Emissions	☒	Hazards & Hazardous Materials
☒	Hydrology / Water Quality	☒	Land Use / Planning	☐	Mineral Resources
☒	Noise	☒	Population / Housing	☒	Public Services
☒	Recreation	☒	Transportation/Traffic	☒	Tribal Cultural Resources
☒	Utilities / Service Systems	☐	Wildfire	☒	Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☐	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☒	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ Signature: City of Indio	_____ Date:

Environmental Checklist and Discussion:

The following checklist evaluates the proposed project's potential adverse impacts. For those environmental topics for which a potential adverse impact may exist, a discussion of the existing site environment related to the topic is presented followed by an analysis of the project's potential adverse impacts. When the project does not have any potential for adverse impacts for an environmental topic, the reasons why there are no potential adverse impacts are described.

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

Source: California State Scenic Highway System, CalTrans, 2022.

a) **Potentially Significant Impact.** The project site is located on the southwest corner of Avenue 42 and Monroe Street in the City of Indio's Mixed-Use Neighborhood (MUN) and Regional Commercial (RC) General Plan land use designations. Scenic vistas in the City of Indio include views of the surrounding and distant mountain ranges. Views of these mountain ranges can be observed along the public roads such Avenue 42, Monroe Street, and I-10 freeway.

The project site is currently vacant and disturbed. Scenic vistas viewed from the project site include the San Jacinto Mountains to the west, San Bernardino Mountains to the northwest, Little San Bernardino Mountains to the north and northeast, the Indio Hills to the north, and the Santa Rosa Mountains to the south. Peak and mid-range views of these mountain ranges are relatively unobstructed at the project site due to their distance from the site and their large scale. Existing residential homes, block walls, landscaping, and manmade infrastructure (i.e., utility power poles) obstruct base views of the mountain ranges.

The proposed project includes the development of a mixed-use community consisting of residential, commercial and industrial uses on approximately 185.75 acres. Associated improvements include paved drive aisles, parking spaces, landscaping, and project entry points. The Specific Plan would include Design Guidelines to ensure development of a cohesive mixed-use project while allowing for variation and flexibility.

Further Study: Development of the project could result in the temporary obstruction of scenic vistas to motorists and pedestrians traveling along Avenue 42, Monroe Street, and I-10. The DEIR will analyze the project's impact on scenic vistas.

b) **No Impact.** The proposed project occurs south of the Avenue 42, west of Monroe Street, and north of the I-10. The project site previously operated as seasonal agricultural land and included residential properties onsite. However, the residential structures have been demolished and removed from the project site. The only evidence of the structures are the concrete foundation slabs that remain, indicating the buildings' footprint. As stated in discussion a) above, the project site is currently vacant and undeveloped. With the foregoing, the property does not contain any landmarks or scenic resources, such as trees, rock outcroppings, or historic buildings that may be altered or damaged by utilization of the site.

A review of the California State Scenic Highway Program determined that the project site is not located within or near a designated State Scenic Highway. The closet designated State Scenic Highway is State Route 74, which is located approximately 8.25 miles southwest of the project site. According to the Riverside County Western Coachella Valley Area Plan, the I-10 is a County Eligible Scenic Highway but is not officially designated. The I-10 is located directly south of the project site. Therefore, the project will likely impact views observed from the I-10.

Further Study: Although the project site is not located near a State designated Scenic Highway or a Riverside County Scenic Highway, the project is located north of the County eligible Scenic Highway, I-10. Therefore, the project's impact on views along Scenic Highways will be analyzed in the DEIR.

c) **Potentially Significant Impact.** The project site is currently vacant and undeveloped. The visual character of the site is defined by low-lying, scattered desert vegetation. The project site is not physically screened from public view. The adjoining roads to the north, east and south, and barbed wire fencing to the south, delineates the project boundaries. Soil disturbance and vehicle tracks are indicative of recent activity onsite. The proposed project would introduce development of a mixed-use community with residential, commercial, and industrial land uses on approximately 185.75 acres of vacant land, altering the scenic quality of the project site.

Further Study: The project's compliance with the City's Zoning Code related to development standards and scenic quality will be analyzed further in the DEIR.

d) **Potentially Significant Impact.** The proposed project occurs on vacant and disturbed land and does not currently contribute to light or glare in the area. Existing sources of light in the area are associated with the residential and commercial businesses north and east of the project site, respectively. Vehicular traffic traveling along Avenue 42, Monroe Street, and I-10 contribute to daytime and nighttime light sources.

Development and operation of the proposed mixed-use project would introduce new sources of light and glare to the area. Lighting from commercial and industrial buildings is expected to create a new source of nighttime lighting for both operational and security purposes. Additional lighting in commercial and industrial areas typically consists of overhead/downward-orienting lamp posts in parking areas, low-intensity, and wall-mounted lighting fixtures at building entrances. Residential lighting typically includes dim lighting in front and back yards, housing entrances, landscaping.

Further Study: The potential impacts associated with new sources of light and glare from the proposed project will be analyzed in greater detail in the DEIR.

2. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☒	☐	☐	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of forest land, timberland, or timberland zoned Timberland Production?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☒	☐	☐	☐

Sources: *California Farmland Mapping and Monitoring Program*, California Department of Conservation, 2016; Indio General Plan, 2019; Final Environmental Impact Report for the City of Indio General Plan Update, 2019.

a) **Potentially Significant Impact.** According to the 2018 California Farmland Mapping and Monitoring Program data the property is designated as Farmland of Local Importance and Other Land; 12.3 acres are Other Land and the remaining acreage is Farmland of Local Importance. Farmland of Local Importance is identified as land important to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee. Other Land is land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is also mapped as Other Land.

According to aerial and historical imagery, the 12.3 acres mapped as Other Land once contained multiple small structures. Additionally, the imagery shows that seasonal agricultural uses existed on the site since at least 1985. However, by 2009, all agricultural operations had ceased, and the multiple structures had been demolished. Since 2009, the site has remained in a vacant state.

According to the City of Indio General Plan Figure 3-3, *Degree of Change*, the project site is in an area of planned major change. Areas mapped as "transformation, major change" are areas where the community wants to actively facilitate significant change in the short to middle term. It is stated that these are areas where the City of Indio may want to prioritize staff and financial resources or actively encourage new private development. Additionally, in the General Plan Figure 3-4, *General Plan Place Types*, the project site is designated as Regional Commercial and Mixed Use Neighborhood. Regional Commercial land use provides large-format retail development along with associated restaurant and commercial service activity.

Mixed Use Neighborhood land use provides moderate- to higher-intensity neighborhood development that features a variety of multifamily housing choices and commercial uses along major streets. Furthermore, in the City's General Plan Update Environmental Impact Report, it states that the City is not designating any lands for agricultural use, and the City anticipates the loss of agricultural land throughout the City has development continues.

Further Study: The significance of the conversion of the site to nonagricultural use will be evaluated in the DEIR.

b) **No Impact.** The project site is not located in an existing zone for agricultural use or classified as farmland by the City of Indio. According to the Williamson Act Land Conservation Act Map 2015-2016, no portion of land within a one-mile radius of the project site is recognized as being under a Williamson Act Contract. The closest Williamson Act Contract property is located approximately 4.8 miles southeast of the project site. The proposed project would not impact or remove land from the City or County's agricultural zoning or agricultural preserve.

Further Study: The project will not impact or remove land from the City or County's agricultural zoning or agricultural preserve. Therefore, further study is not required in the DEIR.

c) **No Impact.** The proposed project would occur in an area with existing development north, east, and south of the project site. The existing General Plan land use designations include Mixed Use Neighborhood in the northwest portion, and Regional Commercial in the southeast portion. Surrounding properties are also designated within the City's Mixed Use Neighborhood and Regional Commercial land uses. No forest land, timberland or Timberland Production zoning occurs on the project site or in the surrounding area because forest vegetation is not characteristic of the Coachella Valley desert environment. No impacts would occur.

Further Study: As discussed above, the proposed project would not conflict with forest land, timberland, or timberland zoned Timberland Production, and further study is not required in the DEIR.

d) **No Impact.** As stated in discussion c), above, no forest land occurs on the project site or in the surrounding area because forest vegetation is not characteristic of the Coachella Valley desert environment. No impacts would occur.

Further Study: As discussed above, the proposed project would not result in loss of forest land or conversion of forest land to non forest use, and further study is not required in the EIR.

e) **Potentially Significant Impact.** As previously described, the project site and vicinity are designated by the City of Indio Zoning maps for commercial and mixed use. The project site previously served as agricultural land, and a portion of the site is designated as Farmland of Local Importance by the California FMMP.

Further Study: The proposed project would result in development of land designated as Farmland of Local Importance by the California FMMP. The significance of the conversion of the site to nonagricultural use will be evaluated in the DEIR.

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

Source: Final 2022 Air Quality Management Plan (AQMP), by SCAQMD, 2022; Final 2003 Coachella Valley PM10 State Implementation Plan (CVSIP), by SCAQMD, August 2003; Analysis of the Coachella Valley PM10 Redesignation Request and Maintenance Plan, by the California Air Resources Board, February 2010, California Emissions Estimator Model (CalEEMod), Version 2022.

a) **Potentially Significant Impact.** The project site and its Coachella Valley regional context are situated within the Riverside County portion of the Salton Sea Air Basin (SSAB), under jurisdiction of the South Coast Air Quality Management District (SCAQMD). Existing air quality in relation to the applicable air quality standards for criteria air pollutants is measured at established air quality monitoring stations throughout the SCAQMD jurisdiction. The three permanent monitoring stations in the Coachella Valley are located in Palm Springs (AQS ID 060655001), Indio (AQS ID 060652002), and Mecca (Saul Martinez - AQS ID 060652005).

To comply with the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), SCAQMD has adopted an Air Quality Management Plan (AQMP), which is updated regularly with strategies to effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy. The most current version of the AQMP (2022 AQMP) was adopted in December 2022 to continue serving as a regional blueprint for achieving the federal air quality standards. The 2022 AQMP includes the most current strategies to meet the air quality standards and ensure that public health is protected to the maximum extent feasible. It also includes a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures is updated with the latest data and methods. Moreover, the 2022 AQMP provides guidance for the State Implementation Plans (SIP) for attainment of the applicable ambient air quality standards.

The Coachella Valley is currently designated as a serious nonattainment area for particulate matter with a diameter of 10 microns or less (PM10). The U.S. EPA-approved Coachella Valley PM10 SIP is in place with an attainment strategy for meeting the PM10 standard. Some of the existing measures include the requirement of detailed dust control plans from builders that specify the use of more aggressive and frequent watering, soil stabilization, wind screens, and phased development to minimize fugitive dust. Appropriate air quality measures to prevent fugitive dust are required by the City's Fugitive Dust Control ordinance and plan implementation requirements, which are consistent with SCAQMD Rules 403 and 403.1 that apply to the Coachella Valley strategy for reducing fugitive dust emissions. The proposed project would be subject to the rules and guidelines under the 2022 AQMP and the applicable SIP for PM10.

The proposed development would include a mixed-use community with residential, commercial, and industrial land uses onsite via a Specific Plan, General Plan Amendment, and Zone Change. The proposed Project is anticipated to contribute to area emissions and potentially conflict with existing Air Quality Management Plans. Project-specific Air Quality Study quantitative findings would determine whether the Project's emission levels would exceed any of the applicable thresholds and whether those levels have the potential to obstruct the attainment efforts of the 2022 AQMP. The Draft Environmental Impact Report (DEIR) will analyze potential project-related air emissions quantitatively and further elaborate on the Project's compliance with the applicable air quality plan and level of significance.

Further Study: The DEIR will rely on technical Air Quality Study results to compare the project-related emissions against the established regional and localized thresholds to determine whether the project would result in potential impacts with applicable air quality plans. The findings of significance pertaining to compliance with the 2022 AQMP and other relevant air quality plans will be disclosed in the DEIR.

b) **Potentially Significant Impact.** The Coachella Valley portion of the Salton Sea Air Basin (SSAB) is in nonattainment for the 1997 8-hour ozone standard and PM10 standard. The attainment status of each standard is summarized below.

Particulate Matter (PM10):

The Coachella Valley is currently designated as a serious nonattainment area for PM10. In the Coachella Valley, the man-made sources of PM10 are attributed to direct emissions, industrial facilities, and fugitive dust resulting from unpaved roads and construction operations. High-wind natural events are also known contributors of PM10. The project site is located within the designated Coachella Valley Blowsand Zone, which is a defined corridor of land extending two miles to either side of the centerline of the I-10across a major portion of the Coachella Valley region. This area is known to be exposed to relatively higher seasonal winds and therefore is subject to additional Fugitive Dust Control Plan requirements that will be discussed in the EIR. The Air Quality Study for this project will quantify the potential construction and operational PM10 emission levels resulting from the project to determine compliance and feasible mitigation, as necessary.

Ozone and Ozone Precursors:

Furthermore, the Coachella Valley portion of the Salton Sea Air Basin (SSAB) is deemed to be in nonattainment for the 1997 8-hour ozone standard. Coachella Valley is unique in its geography due to its location downwind from the South Coast Air Basin (SCAB). As such, when high levels of nitrogen oxides (NOx), volatile organic compounds (VOCs) and ozone are produced in the South Coast Air Basin, they are transported to the Coachella Valley. The 2022 AQMP has found and established that the Coachella Valley does not have large sources of smog-forming emissions and therefore, local sources of air pollution have a limited impact on ozone levels compared to the transport of ozone precursors generated upwind in the SCAB. Based on the 2022 AQMP, the attainment date for the said ozone standard is August 2033. The Air Quality Study for this project will quantify the potential construction and operational ozone precursor emission levels resulting from the project to determine compliance and feasible mitigation, as necessary.

Further Study: The proposed project would introduce new sources of air emissions associated with construction and operations that could potentially exceed the thresholds of significance established by SCAQMD. A Air Quality Study is being prepared for the proposed project will quantify the potential construction and operational emission levels for criteria pollutants to determine compliance, potential impacts, and feasible mitigation, as necessary. The DEIR will include a summary of the findings in the Air Quality Study, including mitigation measures, if necessary.

c) **Potentially Significant Impact.** A sensitive receptor is a person in the population who is particularly susceptible (i.e., more susceptible than the population at large) to health effects due to exposure to an air contaminant. Sensitive receptors and the facilities that house them are of particular concern if they are

located in close proximity to localized sources of carbon monoxide, toxic air contaminants, or odors. Land uses considered by the SCAQMD to be sensitive receptors include residences, long-term health care facilities, schools, rehabilitation centers, playgrounds, convalescent centers, childcare centers, retirement homes, and athletic facilities.

The project site consists of undeveloped land with surrounding uses that include farmland, commercial properties, public roads, and open space. In this context, the project site is not located immediately adjacent of existing residential uses or other potential sensitive receptors. Development of the proposed project would result in residential, commercial and industrial land uses in relatively close proximity to one another, which could expose sensitive receptors (residents) to air emissions associated with commercial/industrial uses. The DEIR will analyze in further detail the location of the nearest sensitive receptors and will provide a Localized Significance Threshold (LST) analysis, as applicable, per the SCAQMD methodology.

Further Study: The DEIR will study in further detail the locations of sensitive receptors in the local context. The project-specific quantitative analysis will then be compared to the Localized Significance Threshold (LST) Methodology established by AQMD to determine whether the proposed project would expose sensitive receptors to substantial pollutant concentrations.

d) **Potentially Significant Impact.** As previously introduced, the project site is not in close proximity to residential uses and other land uses that may be considered sensitive receptors in substantial numbers. The proposed project has potential to result in other emissions, such as odor, that could adversely affect a substantial number of people.

Further Study: The DEIR will analyze the project's potential impacts involving emissions (such as those leading to odors) relevant to adverse impacts on a population.

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

a) **Potentially Significant Impact**. The project site is a vacant 185.75-acre lot located north of the I-10, south of Avenue 42, east of Madison Street, and west of Monroe Street. The project site is largely surrounded by a mix of land use types including agriculture and residential homes to the north; a gas station and retail shops to the east; vacant land with a dune berm and the Thousand Palms Canyon Wash to the west; and the I-10, Coachella Valley Stormwater Channel, and industrial land uses to the south. The -10 separates the project area from the Coachella Valley Stormwater Channel. The project site has been historically used for agriculture; however, it is currently vacant with scattered vegetation representative of a disturbed site. The project site is covered in fine windblown dune sands mostly originating from the dune berm adjacent to the western side of the property. Sand dunes are created from the wind depositing sand on top of each other until a small mound starts to form. Due to the presence of the dune sands on the northwestern side of the property, a number of sensitive plant species have the potential to occur on the site. In addition, the native and ornamental trees on the site have the potential to provide nesting habitat for bird species.

Further Study: A biological resource study will be conducted by a qualified biologist to determine the site's existing biological resources and determine the presence of any sensitive species. The DEIR will further analyze potential impacts to sensitive plant or animal species and provide mitigation measures, if necessary.

b) **No Impact**. As previously discussed, the site has been heavily disturbed from previous agricultural activities. However, onsite agricultural activities stopped by 2009 and the project site is currently vacant. The Thousand Palms Canyon Wash is located west of the project site and the Coachella Valley Stormwater Channel to the south of the project, but they do not intersect the project site and are separated from the project site by a dune berm and I-10 respectively. The proposed project would not affect any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.

Further Study: No impacts would occur, and no further analysis is needed.

c) **No Impact.** The project does not contain federally protected wetlands, marshes, or other natural drainage features. The Thousand Palms Canyon Wash is located west of the project site and the Coachella Valley Stormwater Channel to the south of the project site, but they do not intersect the project site. The Thousand Palms Canyon Wash is managed by the Coachella Valley Conservation Commission in coordination with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP). Management of this wash includes implementing all the Conservation Objectives and Required Measures delineated in the CVMSHCP and implementing permit conditions that pertain to the Valley Floor Reserve Management Unit, guiding the management of the wash. Additionally, no blue-line stream corridors (streams or dry washes) are shown on U.S. Geological Survey maps for the project site and there are no botanical indicators of such corridors. As a result, implementation of the proposed project would not result in the direct removal, filling, or other hydrological interruption to any of these resources due to that fact that the Thousand Palms Canyon Wash to the west of the project site and the Coachella Valley Stormwater Channel to the south are separated from the project site by a dune berm and Interstate-10 Freeway respectively.

Further Study: No impacts are expected, and no further analysis is needed.

d) **Potentially Significant Impact.** The project site does not act as a wildlife movement corridor due to the current built environment as well as the presence of urban/suburban development surrounding the site. Due to the vacant character of the project site, it is expected that common, non-special-status wildlife species utilize the project site for foraging and possibly breeding. The site has the potential to support nesting birds which are all protected by California Fish and Game Code and by the Migratory Bird Treaty Act.

Further Study: A biological resource study will be conducted by a qualified biologist to determine the site's existing biological resources and determine the possible presence of any native resident or migratory wildlife species residing or nesting on the proposed project site. Findings and possible mitigation measures identified in the biological resource study will be discussed in the DEIR.

e) **No Impact.** The project lies within the boundary of the CVMSHCP which outlines policies for conservation habitats and natural communities and is implemented by the City. The project is consistent with the goals and policies set forth in the City of Indio General Plan Conservation Element and will comply with the CVMSHCP. There are no other unique local policies or ordinances protecting biological resources that would cause a conflict.

Further Study: The proposed project shall comply with the CVMSHCP through the payment of mitigation fees required by new developments. No impacts would occur, and no further analysis is required.

f) **No Impact.** As discussed above, the City is a participant of the CVMSHCP. This plan outlines policies for conservation habitats and natural communities and is implemented by the City. The project site is not located within a Conservation Area under the CVMSHCP. Additionally, the project shall comply with the CVMSHCP and Section 33.090 of the Indio Municipal Code that implements the plan within the City.

Further Study: No impacts would occur; therefore, no further analysis of this topic is necessary.

5. CULTURAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to §15064.5?	☒	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☒	☐	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

a) **Potentially Significant Impact.** The approximately 185.75-acre project site is situated north of the I-10, south of Avenue 42, east of Madison Street, and west of Monroe Street. The project site is largely surrounded by a mix of land use types including agriculture and residential homes to the north; a gas station and shopping center to the east; vacant land with a dune berm and the Thousand Palms Canyon Wash to the west; and the I-10 , Coachella Valley Stormwater Channel, and vacant lands to the south. The project site has been used for agriculture since the 1930s; however, agriculture use seized in 2009, and the land is currently vacant with scattered vegetation representative of a disturbed site.

Further Study: Given that the project's ground surface has been disturbed by previous agricultural activities, it is unlikely that the historical resources exist within the project area. However, a cultural resources study will be conducted for the project site to determine whether historical resources exist onsite. The DEIR will discuss the findings of the cultural resources study and provide mitigation measures, if necessary.

b) **Potentially Significant Impact.** The proposed project would occur in a highly sensitive area based on local historical data of the Coachella Valley. At elevations ranging roughly between 5 and 25 feet above mean sea level, the project area lies near the former shoreline of Holocene Lake Cahuilla, an ancient freshwater lake that repeatedly filled the Coachella Valley between 900 and the 1730s A.D. During the last high stand of the lake in the late 17th century, the shoreline was approximately a mile to the north and the west of the project site. Over the centuries, the inundation and desiccation of Holocene Lake Cahuilla greatly influenced all aspects of local Native lifeways. Because of its location near the shoreline to this now-vanished freshwater lake, the area around the project area would have provided a highly favorable setting for Native American habitation prior to the 18th century.

Further Study: Given that the project site is in close proximity to the former shoreline of Holocene Lake Cahuilla which influenced the lifestyles of local native people, it is likely that archeological resources exist within or near the project area. An archeological study will be conducted for the project site to determine whether archaeological resources exist onsite. The DEIR will discuss the findings of the study and provide mitigation measures, if necessary.

c) **Less than Significant Impact**. As described above, the project could occur in a highly sensitive area, and ground disturbing activities could result in the identification of additional resources, including cremations. Pursuant to the California Health and Safety Code Section 7050.5, and the CEQA Guidelines Section 15064.5, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site, or any nearby area reasonably suspected to overlay adjacent remains, until the County Coroner has examined the remains. If the coroner determines the remains to be Native American or has reason to believe that they are those of Native American, the coroner shall contact the Native American Heritage Commission within 24-hours.

Compliance with the California Health and Safety Code shall ensure that proper actions shall be taken in the event of a discovery or recognition of any human remains during project construction activities.

Further Study: Compliance with State law provisions is mandatory and would ensure impacts to human remains are less than significant. The DEIR will provide further discussion of the discovery of human remains onsite.

6. ENERGY – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

a) **Potentially Significant Impact.** The project site is currently vacant and disturbed and does not consume energy. The project proposes the development and operation of a mixed-use community with residential, commercial, and industrial uses. Associated improvements include paved parking and drive aisles, access points, and landscaping. Electricity and natural gas will be provided to the project site by IID and SoCal Gas, respectively.

Further Study: The construction of the project would increase the amount of energy consumed at the project site. Therefore, development and operational impacts of the project to energy resources, including electric, gas, and petroleum, will be analyzed in the DEIR.

b) **Potentially Significant Impact**. The project proposes the development of an approximately 185.75-acre mixed-use community on currently vacant land in Indio.

Further Study: State and local plans have been established to set goals and guidelines to enforce the implementation of energy efficient building materials and features. The project will be analyzed in the DEIR for compliance and consistency with state or local plans for renewable energy or energy efficiency to determine project impacts.

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

Source: Indio General Plan 2019; Indio General Plan EIR 2019; Indio Municipal Code; Riverside County General Plan (2015)

a) i. **Potentially Significant Impact.** The City of Indio, similar to most of Southern California, is susceptible to earthquakes due to the active faults that traverse the Coachella Valley. The potential for ground rupture due to fault movement is commonly related to the seismic activity of known fault zones. The Indio General Plan identifies three major faults in Riverside County: the San Andreas, San Jacinto, and Elsinore faults. Several properties within Indio and its sphere of influence are directly impacted by the southernmost section of the San Andreas fault and/or secondary faults and fractures. The Alquist-Priolo Earthquake Fault Zone encompasses the San Andreas fault. Under the Alquist-Priolo Earthquake Fault Zoning Act, the location of structures for human occupancy across the surface trace of an active fault is restricted.

Further Study: Although no known active or inactive faults traverse through the project site, the San Andreas fault is located north of the project site. Due to the project's proximity to the fault, and the various

faults in the region, seismic-related rupture at the project property will be analyzed in further detail in the DEIR. An analysis of the project's location to the closest Alquist-Priolo Earthquake Fault Zone will also be included in the DEIR. This analysis will consult state, regional and local resources and maps of existing faults in relation to the project.

ii. **Potentially Significant Impact.** Seismically induced ground shaking is anticipated throughout the entire Coachella Valley due to the multiple faults that traverse the region. As previously stated, the San Andreas fault extends through portions of the City and is capable of causing damage to the City. Other faults in the region, such as the San Jacinto and Elsinore faults, also have the potential to produce strong seismic shaking in the City. The strength of the ground shaking is accredited to the distance from the fault, where the intensity decreases the further it is from the causative fault.

Further Study: Due to the multiple active faults in the Coachella Valley area, it is likely that the site would experience ground shaking during the life of the project. Impacts of seismically-induced ground shaking at the project site will be analyzed further in the DEIR.

iii. **Potentially Significant Impact.** The Safety Element of the Indio General Plan indicates that liquefaction describes a phenomenon where a soil's strength and stiffness is substantially reduced. Liquefaction causes the soil's composition to liquefy, which destabilizes buildings that are supported by the ground. The City could experience seismic shaking levels that have the potential for liquefaction in areas where groundwater is shallower than 30 feet.

Further Study: A project-specific soils report will be completed at the project site to analyze geotechnical conditions at the project site, including potential groundwater depth. Impacts of seismically-induced liquefaction at the project site will be analyzed in the DEIR.

iv. **No Impact.** Secondary effects of seismic ground shaking, such as slope failures, rockfalls and landslides may occur in the City, especially throughout elevated areas. Since the City, including the project area, is relatively flat, with undeveloped hillsides along the northern boundary (Indio Hills), the City is at low risk for landslides.

Further Study: Seismically-induced rockfalls and landslides are not anticipated to impact the proposed project as the project site is located on relatively flat land, similar to most of Indio. Additionally, the project site is not located adjacent to a mountain or hillside area. Therefore, seismically-induced rockfalls and landslides will not be analyzed in the DEIR.

b) **Potentially Significant Impact.** Erosion is influenced by several factors including climate, topography, soil types, rock types, and vegetation. Natural erosion processes are often accelerated through human activities such as agricultural or land development through grading and the reduction of surface area. Erosion is a main concern in the Coachella Valley, including the City, due to the negative affects it has on infrastructure and human health. Windborne, waterborne, and human activities associated with the proposed project could cause soil erosion.

Further Study: The project proposes the development of a mixed-use community on approximately 185.75 acres of vacant and disturbed land north of the I-10. Development of the proposed project may be impacted by windborne, waterborne and human generated erosion during project development. These impacts will be analyzed further in the DEIR.

c) **Potentially Significant Impact.** According to Figure 8-3 of the Indio General Plan, soil types at the project site consist primarily of Indio very fine sandy loam (Is), with Gilman fine sandy loam (GbA) and Coachella fine sand (CpA) in the western and southwestern portion of the site. Per, the United States Department of Agriculture (USDA) soils survey, Is and GbA have a hydrologic soil group rating of B, while CpA has a hydrologic soil group rating A. Soils with B ratings have a moderately low runoff potential when thoroughly wet. Soils with A ratings have high infiltration rate and low runoff potential when thoroughly wet.

Knowledge of the project's soil types is essential for new development regarding potential hazards including landslides, lateral spreading, subsidence, liquefaction or collapse.

Further Study: The project site, as stated throughout this Initial Study, is vacant and previously disturbed. The project will involve the development of a mixed-use community and the movement of limited amounts of soil. Therefore, potential hazards such as lateral spreading, subsidence, liquefaction or soil collapse at the project site will be further analyzed in the DEIR.

d) **Potentially Significant Impact.** Expansive soils, as defined by the Riverside County General Plan, have a significant amount of clay particles which can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils, making them potentially hazardous. These soils can also be widely dispersed, occurring in both hillside areas and low-lying alluvial basins.

Further Study: The existence of expansive soils on the project site will be analyzed in the project-specific geotechnical investigation and discussed in greater detail in the DEIR.

e) **No Impact.** The vacant project site is not currently served by sewer. The project site is located within the VSD service area for sewer services. Currently, there is an existing 27-inch sewer main at the intersection of Monroe Street and Avenue 42. The proposed project would connect to the existing infrastructure. No septic systems are proposed as part of this project. Therefore, no impacts would occur.

Further Study: A septic system is not proposed as part of the project. No further discussion is required.

f) **Potentially Significant Impact.** Paleontological resources include the fossilized remains or traces of animals and plants from a previous geologic period. According to the Indio General Plan, sedimentary deposition has been slowly filling the northwest to southeast trending basin that is the result of the San Andreas Fault system. Being an area of sedimentary deposition, the potential for paleontological resources exists.

Further Study: A project-specific paleontological report will be conducted to determine the potential impacts to cultural and paleontological resources. Further analysis will be provided in the DEIR.

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

Source: Final 2022 Air Quality Management Plan (AQMP), by SCAQMD, 2022; Final 2003 Coachella Valley PM10 State Implementation Plan (CVSIP), by SCAQMD, August 2003; Analysis of the Coachella Valley PM10 Redesignation Request and Maintenance Plan, by the California Air Resources Board, February 2010; California Greenhouse Gas Emissions for 2000 to 2017, Trends of Emissions and Other Indicators, 2019 Edition, California Air Resources Board; Release No. 18-37 & 19-35, California Air Resources Board Press Release, July 2018 and August 2019.

a) **Potentially Significant Impact:** To address the long-term adverse impacts associated with global climate change, California's Global Warming Solutions Act of 2006 (AB 32) requires California Air Resource Board (CARB) to reduce statewide emissions of greenhouse gases to 1990 levels by 2020. In 2016, Governor Jerry Brown signed Senate Bill 32 (SB32) that requires California to reduce GHG emissions to 40 percent below 1990 levels by 2030. With the passage of the California Global Warming Solutions Act of 2006 (Assembly Bill 32) in California, environmental documents for projects pursuant to CEQA are required to analyze greenhouse gases and assess the potential significance and impacts of GHG emissions.

The proposed project is anticipated to contribute to Greenhouse Gas Emissions from sources that include area, energy, mobile, waste, and water usage.

Further Study: The DEIR will evaluate the proposed development to describe and calculate the sources and amounts of GHG emissions resulting from project implementation. The findings will be based on a Greenhouse Gas Assessment undertaken for the project.

b) **Potentially Significant Impact:** Development associated with the proposed project would introduce new sources of GHG emissions that could potentially conflict with established plans, policies, and regulations adopted for the purpose of reducing the emissions of greenhouse gases.

Further Study: The extent to which GHG emissions are reduced will be documented and disclosed in the CalEEMod results, which is the platform for quantifying GHG emissions. The DEIR will assess the proposed development to determine the project's ability to comply with the state and local plans and policies adopted for the purpose of reducing GHG emissions by taking into account the applicable efficiency-based GHG reduction measures and conclusions of a Greenhouse Gas Assessment.

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

a-b) **Potentially Significant Impact**. The Code of Federal Regulations (CFR Title 40, Part 261) defines hazardous materials based on ignitability, reactivity, corrosivity, and/or toxicity properties. The State of California defines hazardous materials as substances that are toxic, ignitable or flammable, reactive and/or corrosive, which have the capacity of causing harm or a health hazard during normal exposure or an accidental release. As a result, the use and management of hazardous or potentially hazardous substances is regulated under existing federal, state and local laws. Hazardous wastes require special handling and disposal methods to reduce their potential to damage public health and the environment. Manufacturer's specifications dictate the proper use, handling, and disposal methods for the specific substances. In most cases, it is a violation of Federal or State law to improperly store, apply, transport, or dispose of hazardous materials and waste.

Further Study: The project proposes to develop a mixed-use community with residential, commercial, and industrial uses on approximately 185.75 acres. The construction and operation of the project may require use of hazardous materials; therefore, further analysis will be provided in the DEIR.

c) **No Impact.** The project site is not located within a quarter mile of an existing or proposed school. The closest schools to the project site are Carrillo Rancho Elementary School and Richard Oliphant Elementary

School, both schools are located approximately 0.50 miles southwest and northeast of the project site, respectively.

Further Study: Due to the project's distance from any existing or proposed school (approximately 0.50 miles), the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or wastes within a one-quarter mile radius of a school. No further study is required.

c) **Potentially Significant Impact.** As previously discussed, the approximately 185.75-acre project site currently vacant and disturbed. The project site has been previously disturbed due to past agricultural, commercial, and residential uses. Ground disturbance associated with development of the proposed project has potential to impact unknown hazardous resources sites.

Further Study: Pursuant to Government Code 65962.5 and its subsections, record searches on the project site will be performed within multiple database platforms. Results of the record searches will determine whether the project area is included on a list of hazardous materials sites and will be analyzed in the DEIR.

e) **Potentially Significant Impact.** The project site is located approximately 1 mile east of the Bermuda Dunes Airport. Due to the project's close proximity to the existing airport, the project site is located within Zones C, D, and E of the Airport Land Use Compatibility Plan. Flights approaching and departing the Bermuda Dunes Airport may fly over the City and the project site with intermittent frequency.

Further Study: The DEIR will analyze the project's potential to result in a safety hazard or excessive noise for people residing or working in the project area due to the project's proximity to the Bermuda Dunes Airport.

f) **Potentially Significant Impact.** The Safety Element of the City's General Plan provides information on emergency response within the City. Indio's Fire Department is committed to protecting all lives and property within the City. The Fire Department offers a full range of fires services as part of the regional fire protection system through a cooperative agreement with the Riverside County Fire Department. The City Fire Department is currently equipped with approximately 56 full-time staff and four fire stations. The City of Indio's public safety personnel plan and train for all types of emergency and disaster situations that could affect the health and safety of Indio's residents, visitors, business owners, and pass-through commuters. The City of Indio's Emergency Operations Center is located at 45222 Towne Street and there is an alternate Center located at 83101 Avenue 45.

The Indio Police Department is located at 46800 Jackson Street and currently has a staff of approximately 80 employees. The Department is composed of the Field Services Division and the Support Services Division.

The two main evacuation routes in the City and region include the I-10 and Highway 111, while the City's primary and minor arterial streets serve as secondary routes. At project build-out and operation, roadways and emergency evacuation routes would not be altered or reconfigured.

Access to the project site would be provided along Avenue 42 and Monroe Street. The Specific Plan is served by Monroe Street to the east and Avenue 42 to the north. Concurrent with the development of the project, improvements to Monroe Street and Avenue 42 will result in completed street sections consistent with the City's General Plan and the Complete Street and Drainage Master Plan. The proposed project will be reviewed by City and Fire officials to ensure adequate fire service and safety as a result of project implementation.

Further Study: The City may require a Construction Traffic Control Plan to ensure that emergency access is preserved during all construction activities. Project impacts to emergency access and routes will be analyzed in the DEIR prepared for the project.

g) **No Impact**. The project site, located at the southwest corner of Avenue 42 and Monroe Street is currently vacant. The proposed project includes a mixed-use community with commercial, residential, and industrial uses within the City's Mixed Use Neighborhood land use designation. The project is surrounded by existing residential, agricultural, and commercial uses to the north and east. Vacant land, the Coachella Valley Stormwater Channel, and the I-10 are located west and south of the project site. According to Cal Fire's Fire Hazard Severity Zone Maps, the City of Indio, including the project site, is not located within or near a moderate, high, or very high fire severity zone.

Further Study: Impacts of wildfires is not anticipated at the project site. Additional discussion regarding wildfire impacts to the project are provided in the Wildfire Section of this Initial Study. Based on the findings above and in the Wildfire Section, the project will not be impacted by wildfires and no further analysis in the DEIR is necessary.

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

Source: Flood Insurance Rate Map No. 06065C2251H, Federal Emergency Management Agency, Effective March 6, 2018; Water Quality Control Plan for the Colorado River Basin Region, January 2019; 2020 Coachella Valley Regional Urban Water Management Plan, June 2021, Indio Subbasin Sustainable Groundwater Management Act (SGMA) Plan, City of Indio Master Drainage Plan Update, November 2019, City of Indio Public Works Engineering Standards, May 2016, The Oasis at Indio Preliminary Hydrology Report, MSA Consulting, August 2023, The Oasis at Indio Project-Specific Preliminary Water Quality Management Plan, MSA Consulting, September 2023.

a) **Potentially Significant Impact.** The design, construction, and operation of the proposed development is required to comply with the applicable CWA, NPDES, state, and City of Indio Public Works Engineering Standards that are designed to prevent violations or impacts to surface water quality standards and waste discharge requirements pertinent to surface or ground water quality. The project, as proposed, does not seek any permitting actions that would vary from the established regulations and required compliance plans.

During construction, the project applicant must comply with the State's most current NPDES Construction General Permit (CGP), which involves the preparation of a Notice of Intent (NOI) and a project-specific Storm Water Pollution Prevention Plan (SWPPP), designed to prevent potential adverse impacts to surface water quality, including erosion and siltation, during the period of construction. The required SWPPP must be prepared concurrently with final engineering design and must meet all NPDES plan review elements

with plan review by the City of Indio. The City's review and approval process ensures that all responsible parties and compliance plan elements are properly demonstrated. Proper SWPPP implementation during construction will be regulated and enforced as part of the local agency site inspection protocols.

The project applicant is required to submit and obtain approval for a Project-Specific Water Quality Management Plan (WQMP) in accordance with the current standards of the Whitewater River Region Water Quality Management Plan for Urban Runoff, the Whitewater River Watershed MS4 Permit, and the City's engineering requirements. The WQMP is a compliance plan required to account for the stormwater facilities and management conditions to be followed by the site operator during the life of the project (post-construction). Plan approval involves recording an agreement of the WQMP against the property to ensure that the City is allowed access and enforcement on this matter. A Preliminary WQMP has been prepared for the proposed project in order to support the entitlement application requirements. The document takes into account the proposed preliminary grading and hydrology documents to demonstrate compliance via on-site stormwater retention. As currently proposed, the project runoff would be carried to the dedicated on-site retention facilities sized to adequately handle the controlling 100-year, 24-hour storm event. In terms of groundwater quality, the proposed project does not involve the conveyance of non-stormwater or otherwise potential sources of pollutants associated with the project operations. All surface runoff directed to the proposed retention areas will be from rooftops, asphalt, hardscape, and landscaped areas, as required. The interior operations would not be connected to the storm drain system.

Further Study: The DEIR will assess in further detail how the proposed development would achieve compliance with Federal, State, and local regulations designed to prevent impacts to water quality standards and the beneficial uses assigned to local receiving waters, during construction and operation. The supported findings resulting from further assessment, along with any mitigation deemed necessary, will be provided in the DEIR.

b) **Potentially Significant Impact.** The Coachella Valley Groundwater Basin is the primary groundwater source for the project region, with CVWD being the domestic water purveyor serving the project site. The Coachella Valley Groundwater Basin has an estimated storage capacity of 40 million acre-feet (AF) of water within the upper 1,000 feet and is divided into four subbbasins: Indio, Mission Creek, Desert Hot Springs, and San Gorgonio. The project site is specifically underlain by the Indio Subbasin, which is also known as the Whitewater River Subbasin.

Further Study: Although the proposed development is not expected to interfere with existing or planned recharge facilities, the DEIR will assess in greater detail the scale of water consumption in relation to the regional groundwater resources, including the pertinent conservation and recharge strategies. The findings resulting from further study, along with any mitigation deemed necessary, will be provided in the DEIR.

c i-iii) **Potentially Significant Impact.** The undeveloped project site's relatively level terrain has a prevailing gentle slope from northwest to southeast, consistent with the vicinity conditions. The project location in Indio is covered by the U.S. Geological Survey 7.5-Minute Topographic Map for Indio, California, published in 2021. According to this source, the site does not have any drainage flow lines, such as those that may be associated with washes, streams, or rivers. Based on the USGS Web Soil Survey, the site soils have infiltration capacity ranging from moderate to high. Combined with low annual precipitation, the site soils are not deemed to be prone to existing erosion or siltation.

The entire project site is located within Zone X, considered an "area of minimal flood hazard". As a standard practice, erosion and siltation will be prevented during construction and operation through the required compliance plans. During construction, the required SWPPP will include best management practices to prevent erosion and siltation from being generated by the site clearing, grading, and construction activities through the use of various measures, such as perimeter containment, proper soil stabilization, and source controls per the California Stormwater Quality Association (CASQA) standards. Upon construction completion, all construction related soil disturbance shall be properly restored to a stabilized condition consisting of permanent project improvements (buildings, hardscape, pavement, and landscaping). During

the life of the project, the ongoing maintenance and operation of the private storm drain facilities would ensure that all permanently improved ground surfaces are adequately maintained.

As a standard condition, the project is required to include the adequate improvements and site design features to handle the relevant hydrologic conditions in a way that prevents inundation to the proposed structures and facilities. The project would introduce impervious surfaces (buildings, hardscape, asphalt, etc.) with the appropriate storm drain system (catch basins, lines, outlets, and retention facilities) to adequately intercept, convey and retain the controlling storm event stormwater volume from the site into the designated retention systems, per the engineering plans to be submitted to the City. Following the City engineering review process, the proposed development is not expected to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

The traditional land development process generally results in the conversion of pervious ground surface (pre-development condition) into a setting with a higher impervious cover, occurring through the introduction of buildings, asphalt, and hardscape cover (post-development condition). This conversion generally leads to an increase in post-construction runoff volumes and rates compared to the pre-development condition. By complying with the local retention requirements and approved plans, the project will be prohibited from resulting in a condition of producing urban runoff capable of exceeding the MS4 capacity.

Further Study: The further study and supported findings of this topic, as well as any mitigation deemed necessary, will be analyzed in the DEIR assessment.

c iv) **Potentially Significant Impact**. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) serve as the basis for identifying potential hazards and determining the need for and availability of federal flood insurance. Based on FEMA FIRM Panel Number 06065C2251H, effective March 6, 2018, the entire project site is located in Zone X, an "area of minimal flood hazard". Moreover, according to the adopted Indio Master Drainage Plan (MDP) Update, the project site and its surroundings are located outside of any flood-prone area. By definition, the designation of Zone X is not considered a Special Flood Hazard Area (SFHA) or floodway.

Further Study: Being located outside of a Special Flood Hazard Area (SFHA), the project would not be implemented in a setting or condition that would impede or redirect flows. The final grading and hydrology plans for the proposed project would be subject to standard City review and approval. The DEIR will include further review and findings.

d) **Potentially Significant Impact.** The proposed development would occur outside of any SFHA or floodway. The proposed storm drain system will be expected to meet the local MS4 and City requirements by including the properly sized conveyance systems and retention facilities.

Flood Hazard: The project is located within a Zone X designation corresponding to an area of minimal flood hazard. In reference to the Indio MDP Update, the project site and surroundings are not located in a documented flood prone area. By definition, the designation of Zone X is not considered a Special Flood Hazard Area (SFHA) or floodway. Furthermore, this flood zone is considered to be a moderate-to-low risk area where flood insurance is available, but not mandatory.

Tsunami: The project is not located near any coastal areas and therefore is not prone to tsunami hazards.

Seiche Zone: The project site is not located in any mapped seiche zones.

Risk release of pollutants due to project inundation: The project is required to include necessary improvements to adequately handle the hydrologic conditions and stormwater management. As currently proposed, the project runoff would be carried to dedicated retention facilities sized to adequately handle the controlling 100-year, 24-hour storm event, and the WQMP stormwater quality design volume requirement.

The project does not involve the conveyance of non-stormwater or otherwise potential sources of pollutants associated with the project operations. All surface runoff directed to the proposed retention areas will be from rooftops, asphalt, hardscape, and landscaped areas, as required. The interior operations would be adequately protected from flood conditions and would not be connected to the storm drain system, eliminating the risk of pollutants due to project inundation.

Further Study: The DEIR will analyze this topic in further detail.

e) **Potentially Significant Impact.** The project applicant is required to implement a project-specific WQMP to comply with the most current standards of the Whitewater River Region MS4 Permit and with the City's on-site retention standards. The final form of the WQMP would be consistent with final engineering documents to incorporate the grading, hydrology, and other improvement plans to demonstrate how the site design, source controls, and operation and maintenance program would achieve compliance. The proposed preliminary hydrology plan and associated WQMP will not result in any considerable modification to such plan through any increases in stormwater runoff quantities or other factors capable of affecting the downstream storm drain system resources. Moreover, the project's storm water retention facilities would ensure that only stormwater runoff is recharged into the ground via infiltration. Nevertheless, further analysis is required to determine whether project implementation would conflict with the regional groundwater management strategies or with the Indio Subbasin Sustainable Groundwater Management Plan.

Further Study: The aspect of stormwater management and water quality measures will be further studied in the DEIR.

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

Source: Indio General Plan, Land Use Element.

a) **No Impact**. The project site is currently vacant and undeveloped. The project's northern, eastern, and southern boundaries are delineated by Avenue 42, Monroe Street, and I-10, respectively. Existing residential communities, vacant land, and agricultural lands are located north of Avenue 42, while existing commercial businesses and vacant plots are located east of Monroe Street. Floodway channels are located west and south of the project site. Developed properties to the north and east operate independently from the project site and are separated by existing paved roadways. The washes west and south of the project site, as well as the I-10 to the south separates the project from established communities. The proposed project includes construction and operation of a mixed-use community with residential, commercial, and industrial uses. No offsite improvements are anticipated, with the exception of utility connections and frontage improvements along existing roadways. Therefore, project implementation is not anticipated to divide an established community.

Further Study: The project site within the City's Mixed Use Neighborhood and Regional Commercial General Plan land use designations. Developed properties to the north and east include a residential neighborhood, agricultural lots, vacant land, and commercial businesses. These uses are separated from the project site by existing streets. The existing surrounding properties operate separately from each other and the project site, therefore, the proposed project will not physically divide an established community. No further analysis is required.

b) **Potentially Significant Impact**. The project's General Plan land use designations are classified as Mixed Use Neighborhood and Regional Commercial. Mixed Use Neighborhoods are intended to provide moderate- to higher-intensity neighborhood developments that feature a variety of multifamily housing choices and commercial uses along major streets. Regional Commercial designations provides large-format retail developments along with associated restaurant and commercial service activity. The zoning designations for the project site consist of Specific Plan (MU-SP), Mixed Use Neighborhood (MUN), and Regional Commercial.

The project proposes a mixed-use community consisting of residential, commercial, and industrial uses on the approximately 185.75-acre site. The Specific Plan establishes the zoning, land use designations, development standards, and design guidelines for the entire Specific Plan area. With the adoption of the Specific Plan, the General Plan land use designation would be reclassified from MUN and RC to Specific Plan (SP) to establish an appropriate land use and zoning district designation that optimizes the project area potential and facilitates achievement of project objectives. Additionally, the Specific Plan would implement design guidelines and development standards for the proposed project, ensuring that goals and policies are satisfied in compliance with the City's General Plan. In addition to the submittal of the project Specific Plan, the project shall also submit a General Plan Amendment and Zone Map change to revise the GP Map from Mixed-Use Neighborhood (MUN) and Regional Commercial (RC) to Specific Plan (SP); a Tentative/Parcel Map to create the individual lots and associated planning areas; and Development Plans

to illustrate a proposed development's site and building design in conformance to all applicable development and use standards.

Further Study: A full analysis of the proposed project, including consistency with the existing goals and policies in the City's General Plan will be addressed in the DEIR.

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

a) **No Impact.** Indio's important mineral resources include sand, gravel, and termed aggregate. To ensure the protection of important mineral resources, the Surface Mining and Reclamation Act of 1975 (SMARA) developed mineral land classification maps and reports to identify the presence or absence of suitable sources of aggregate (sand, gravel or stone deposits) into Mineral Resource Zones. Local agencies, including the City, utilize the existing information on mineral classifications for land use and plan development and decision making.

According to the Indio General Plan the project and its surroundings are located within the Mineral Resource Zone 1 (MRZ-1), which applies to areas with available geologic information indicating that little likelihood exists for the presence of significant mineral resources.

The project is located in an existing Mixed-Use Neighborhood and Regional Commercial land use, surrounded by agricultural, residential, and commercial developments, which are incompatible with mining operations; therefore, project implementation would not result in the loss of any known mineral resources that are considered important to the Coachella Valley regions or residents of California. As such, the proposed project would not result in impacts related to the loss of availability of known mineral resources.

b) **No Impact.** Mineral resources that are known to exist in the Coachella Valley region primarily consist of sand and gravel (aggregate) typically deposited along and near local drainages. Aggregate material is deemed necessary to the local building industry as a component of asphalt, concrete, road base, stucco and plaster. Local or regional construction industries tend to be dependent on readily available aggregate deposits within reasonable distance to the market region. The project site is not recognized as a mineral resource recovery site delineated in the County of Riverside General Plan, City of Indio General Plan or the resource maps prepared pursuant to SMARA. No impacts would occur as a result of project implementation.

Further Study: The proposed project is not anticipated to result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site due to the project's location within a Mineral Resource Zone 1 and surrounded by existing operations incompatible with mining operations. No further study is required.

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

a) **Potentially Significant Impact**. The project site is currently vacant. In its undeveloped condition, the project site does not contribute to the existing noise environment. The project proposes to develop a mixed-use community with residential, commercial, and industrial uses on approximately 185.75 acres. Construction and operation of the proposed project could lead to some incremental increase in noise levels in the project vicinity.

Further Study: A project-specific Noise Study will be completed for the proposed project. The Noise Study will analyze project-related noise impacts, which will be further discussed in the DEIR.

b) **Potentially Significant Impact.** It is likely that development of the proposed project may lead to temporary increases of groundborne vibration during construction activities.

Further Study: A project-specific Noise Study will be completed for the proposed project. The Noise Study will analyze project-related vibration impacts, which will be further discussed in the DEIR.

c) **Potential Significant Impact.** The closest airport to the project site is the Bermuda Dunes Airport, located approximately 1 mile west of the project site. The project site is located outside of the 65 and 60 CNEL noise contours associated with the airport facility. The southwest corner of the project site is partially located in the airport's 55 CNEL noise contour. Furthermore, the Bermuda Dunes Airport Land Use Plan identifies a portion of the project site as being located within its planning area.

Further Study: Due to the project's proximity to the Bermuda Dunes Airport, the project site could potentially expose people residing or working in the project area to excessive noise. Therefore, impacts will be analyzed within the DEIR.

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

a) **Potentially Significant Impact.** As previously discussed throughout this document, the proposed project includes the construction and operation of a mixed-use community with residential, commercial, and industrial use on approximately 185.75 acres on the southwest corner of Avenue 42 and Monroe Street. The project is proposed to generate housing and jobs in the area, thus increasing growth in the area. The existing roadways, Avenue 42, Monroe Street, and I-10, located north, east, and south of the project (respectively) would provide resident, employee, and truck access to the project site.

Further Study: The proposed project will encourage some population growth associated with new housing and employment opportunities; however, it is likely that some of the residential and employee population will be existing residents of Indio and surrounding cities. No new extensions of roads associated with the project would be required.

The DEIR will analyze project-related growth (direct and indirect) due to the development and operation of the proposed residential, commercial, and industrial project components. The DEIR will evaluate whether the proposed project would result in substantial unplanned growth.

b) **No Impact.** The project site is vacant and undeveloped, and therefore does not provide existing housing. The proposed project would not displace existing housing, affordable housing, or people. No impacts would occur.

Further Study: No further study is required because the project site is vacant and does not currently house a substantial number of people.

15. **PUBLIC SERVICES** –	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☒	☐	☐	☐
Police protection?	☒	☐	☐	☐
Schools?	☒	☐	☐	☐
Parks?	☒	☐	☐	☐
Other public facilities?	☐	☐	☒	☐

Source: City of Indio Fire and Police Department Website, City of Indio General Plan, 2040, U.S. Census Bureau Quick Facts, Indio General Plan EIR, Fee Justification Study.

a) **Fire**

Potentially Significant Impact. The City of Indio contracts with Riverside County Fire Department/Cal Fire (RCFD) for a full range of fire and emergency services 24 hours a day, 7-days a week. According to the City of Indio Fire Department's website, the City has 4 fire stations and a total of 56 full-time personnel. Fire Station 80, located at 81025 Avenue 40 is the closest station to the project site and is located approximately 3.0 driving miles north of the project. There are 10 firefighters assigned to this station that staff one paramedic fire engine and one paramedic ambulance. A reserve ambulance is also located here. Fire Station No. 88 is located at 46621 Madison Street, and approximately 3.3 driving miles south of the project site. Fire Station 87 is located at 42900 Golf Center Parkway, is located approximately 3.3 miles east of the project site. The Indio Fire Department Station 86 is located at 46990 Jackson Street and is approximately 3.4 driving miles southeast of the project site.

The project site is vacant and undeveloped. Fire services are provided to the surrounding area. Operation of the proposed project would result in an incremental increase in the demand for fire services.

Further Study: The City exacts a development fee on all new development within the City to finance public facilities which goes towards the funding of fire facilities, and the City collects tax revenues to help fund fire services. The project's incremental increase in demand for fire services will be analyzed in the DEIR.

Police

Potentially Significant Impact. Police services are provided by the Indio Police Department. According to the Police Department's website, the Indio Police Department employs approximately 62 sworn officers and 37 non-sown staff, totaling 99 authorized positions. Additionally, the Department is supported by the Citizens Helping Indio Police (CHIP) volunteer program who logged over 8,384 hours of service to the community. The City of Indio Police Department is located at 46-800 South Jackson Street in Indio, approximately 3.5 driving miles southeast of the project site.

The project site is vacant and undeveloped. Police services are provided to the surrounding area. Operation of the proposed project may result in an incremental increase to the demand for police services.

Further Study: City exacts a development fee on all new development within the City to finance public facilities and collects tax revenues which go towards the funding of police services. The project's incremental increase in demand for police services will be evaluated in the DEIR.

Schools

Potentially Significant Impact. The proposed project lies within the Coachella Valley Unified School District. The nearest school is Richard Oliphant Elementary School and is approximately 0.41 miles northeast of the project site.

The proposed mixed-use project would generate residents and employees during operations. The residential component of the project may result in increased student population in DSUSD. Assembly Bill 2926 and Senate Bill 50 (SB 50) allow school districts to collect "development fees" for all new construction for residential/commercial and industrial use. At the time of writing, DSUSD developer fees are $4.08/sq.ft. for residential and $0.66/ sq.ft. for commercial. DSUSD requires developer fees to assist with offsetting impacts of residents and employees generated by the project and the potential students that would be generated by residents. Monies collected are used for construction and reconstruction of school facilities.

Further Study: The project applicant would be required to contribute developer fees for school facilities. The DEIR will analyze the impacts of project-generated students to the schools in the DSUSD area.

Parks

Potentially Significant Impact. The City provides a wide range of park and recreation facilities with various amenities. The proposed mixed-use community may create additional demand for public park facilities, due to the increase in population generated by the project. The proposed project would be required to comply with the City's Development Impact Fees which include Park and Recreation fees to offset project impacts.

Further Study: The DEIR will analyze the project's potential impact on City park facilities.

Other Public Facilities

Less than Significant Impact. The project proposes residential, commercial and industrial uses within the 185.75-acre project site. Therefore, the operation of these uses may result in an increase in demand for government services or other public facilities. However, impacts are expected to be less than significant.

Further Study: The DEIR will analyze the project's impact to other public facilities in Indio.

16. **RECREATION** –	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☒	☐	☐	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☒	☐	☐	☐

a-b) **Potentially Significant Impact**. The City of Indio currently owns and maintains 14 public parks totaling approximately 109 acres. Recreational facilities include greenways and trails, which provide walking, biking, hiking, equestrian, greenway, long distance, off road, rail, canal, and water paths. The City parks are open to the public, therefore, the residents of the proposed project would be able to enjoy the recreational amenities.

The project proposes a residential, commercial, and industrial mixed-use community. The increased population generated by the proposed project would likely result in the increased use of existing neighborhood and regional parks, however, the project would comply with the City's parkland in lieu fee (Quimby) and other development impact fees.

Further Study: The proposed project may increase the use of existing parks since the project is proposing a mixed-use community with residential, commercial, and industrial uses. Further study of the project's impact to existing recreational facilities will be included in the DEIR.

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

a) **Potentially Significant Impact.** The proposed project would generate traffic during both construction and occupancy that could affect the performance of the circulation system of the area. The City of Indio has adopted policies, ordinances and plans which address the performance of the circulation system. The County of Riverside has adopted a Congestion Management Program that includes performance standards for major transportation corridors in the County.

Further Study. A detailed traffic impact analysis (TIA) will be prepared for the proposed project. The TIA will evaluate the impacts of the proposed project on the circulation system. The DEIR will further analyze this topic, including project impacts and any mitigation, if required.

b) **Potentially Significant Impact.** The proposed project would generate traffic during occupancy that could increase the Vehicle Miles Traveled in the area (VMT). The State of California, the County of Riverside and the City of Indio have adopted policies, ordinances and plans which address the reduction of VMT in the State and the vicinity.

Further Study. A detailed TIA will be prepared for the proposed project. The TIA will evaluate the impacts of the proposed Project on area VMT. The DEIR will discuss the analysis of this topic and incorporate the results of the TIA, including project impacts and any mitigation, if required.

c), d) **Potentially Significant Impact.** The proposed project would generate traffic during occupancy that could increase design and circulation related hazards onsite and in the vicinity. The City of Indio, County Fire and Indio Police Department have adopted policies, ordinances and plans which address the reduction of design hazards and impacts to hazard response.

Further Study. As stated previously, a detailed TIA will be prepared for the proposed project. The TIA will evaluate the potential impacts of the proposed project design on the surrounding area and on emergency services. The DEIR will analyze this topic and will incorporate the results of the TIA, including project impacts and any mitigation, if required.

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

a) **Potentially Significant Impact**. As previously discussed in the Cultural discussion of this document, the project site has been fully disturbed by agricultural activity from the 1930's and ceased operation in 2009. The City's General Plan EIR identifies the site as having moderate sensitivity for cultural resources.

Further Study: A project specific cultural resources report will be prepared by a qualified archaeologist to determine the likelihood for presence or absence of additional tribal cultural resources, as well as any potentially significant impacts on the previously identified sites. Part of the records search and literature review will involve contacting the Native American Heritage Commission (NAHC) for a list of traditional use areas or sacred sites within the project area and a list of specific Native American groups or individuals who could provide additional information regarding cultural resources within the project area. Moreover, Senate Bill 18 (SB18) and Assembly Bill 52 (AB 52) requires lead agencies to notify their local tribes about development projects. It also mandates lead agencies consult with tribes if requested and sets the principles for conducting and concluding the required consultation process. The City will undertake tribal consultation for this project, and its results will be included in the DEIR.

b) **Potentially Significant Impact.** The project site has been fully disturbed by agricultural activity from the 1930's and ceased operation in 2009. The City's General Plan EIR identifies the site as having moderate sensitivity for cultural resources.

Further Study: To determine whether the site contains tribal cultural resources, and in compliance with Public Resource Code Section 5024.1, the City will conduct tribal consultation with area tribal representatives, pursuant to AB52 and SB18. Additionally, a project specific cultural resources report will determine the likelihood for presence or absence of any Native American resources and any potentially significant impacts thereto. The results of the tribal consultation and the cultural resources report will be analyzed in the DEIR.

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

a) **Less than Significant Impact.** The project site is currently vacant land with scattered vegetation. The project site is not currently connected to wastewater facilities, domestic water, electric, natural gas, or telecommunication facilities due to its vacant character. However, the project would be served by these facilities.

Water: The project site is located within the IWA service area. The proposed project includes connection to IWAs water main along Avenue 42 and Monroe Street for its irrigation and potable water service.

Sewer: The VSD provides sewer collection and treatment services in the project area. The proposed project would require connection to the existing sewer infrastructure at Monroe Street and Avenue 42.

Stormwater: The vacant and undeveloped project site does not currently have stormwater facilities. The proposed project would be required to implement City and regional standards for the conveyance of storm flows.

Electric: The project site is not currently served by electric facilities. The proposed project includes construction of an electric substation onsite that would serve the project and connect to existing infrastructure provided by IID. Existing overhead utility lines are located on the south side of Avenue 42.

Further Study: The DEIR will discuss project-related utility infrastructure relocation and expansion electricity consumption, as well as analyze the project's potential impact on utility demand and infrastructure.

b) **Potentially Significant Impact.** Groundwater is the primary source of domestic water supply in the Coachella Valley. The IWA provides domestic water to the project site and surrounding area. Due to the project's undeveloped character, development and operation of the proposed project would increase the property's water demand.

Further Study: The DEIR will quantify and analyze the impact and demand against the available water supplies in IWA's Urban Water Management Plan. As required by CEQA and the California Water Code, the City has requested that IWA prepare a water supply assessment (WSA) to provide information on the adequacy of available water supplies, including local groundwater resources, to meet the need for water for the project. The WSA will determine whether the public water systems total projected water supplies available during normal, single-dry, and multiple-dry water years during a 20-year projection will meet the projected water demand associated with the proposed project, in addition to the public water supply existing and planned future uses, including agricultural and manufacturing uses.

c) **Potentially Significant Impact.** The VSD would provide wastewater services to the site. The proposed project includes connection to the existing sewer infrastructure at the intersection on Monroe Street and Avenue 42. The proposed project would increase wastewater generation, adding to the existing demand on VSD wastewater demand.

Further Study: The DEIR will quantify and analyze the project's wastewater demand against the capacity of the VSD's existing sewer infrastructure.

d) **Potentially Significant Impact**. Solid waste disposal and recycling services for the City are provided by Burrtec. Solid waste is then transported to the Indio/Coachella Valley Waste Transfer Station in Coachella. A Joint Powers Authority between the City of Coachella and Indio acts as the permitted operator of the transfer station, while the County of Riverside is the permitted owner of the facility, Burrtec is the practical owner and operator of the site. Waste from this transfer station is then sent to a permitted landfill or recycling facility outside of the Coachella Valley. These include Badlands Disposal Site, El Sobrante Sanitary Landfill and Lamb Canyon Disposal Site. The proposed project would result in new development that would increase solid waste and recycling demand in the City.

Further Study: The DEIR will analyze the capacity of these existing landfills and the potential solid waste generated by the proposed project.

c) **Potentially Significant Impact.** The proposed project would be required to comply with all applicable solid waste statutes and guidelines. All development is required to comply with the mandatory commercial recycling requirements of Assembly Bill 341. The proposed project would also comply with the recycling requirements of Cal Green and develop a waste management plan that would include diverting at least 50 percent of construction material fill from landfills.

Further Study: Disposal of all solid waste generated by the proposed project is expected to comply with the required federal, state, local statutes and regulations related to solid waste. However, this issue will be further analyzed in the DEIR.

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

Source: Palm Springs General Plan; California's Fire Hazard Severity Zones Map, Cal Fire.

a-d) **No Impact.** The approximately 185.75-acre project site is characterized by vacant and undeveloped land on the southwest corner of Avenue 42 and Monroe Street. The site is surrounded by vacant land and agricultural plots to the north (separated by Avenue 42), commercial businesses and vacant lots to the east (separated by Monroe Street), the I-10 and Coachella Valley Stormwater Channel to the south, and the Thousand Palms Canyon Wash and Madison Street to the west.

According to Cal Fire's Fire Hazard Severity Zones (FHSZ) in State Responsibility Areas (SRA) Map, the project site is not located in an area classified as having a moderate, high or very high fire hazard severity zone (VHFHSZ). Additionally, the project site is not located in or near lands classified as moderate, high, or very high FHSZ. The closest designated area is located approximately 5 miles southwest of the project site and is classified as being a moderate FHSZ. Due to the project's distance from SRAs and areas designated as VHFHSZ, no impacts would occur.

Wildfire risk is related to a number of parameters, including fuel loading (vegetation), fire weather (winds, temperature, humidity levels, and fuel moisture contents), and topography (degree of slope). Steep slopes contribute to fire hazards by intensifying the effects of wind to make fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point. The project site is not located near slopes. Additionally, the areas surrounding the project site are developed. The project site is not located in or near an SRA, or in an area classified as a VHFHSZ. Therefore, the project site is not expected to expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. Moreover, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires because the site and surrounding areas do not have dense vegetation or steep slopes, conducive for the spread of wildfires.

The project would require new connection to existing infrastructure (water, sewer, and storm drainage) to serve the proposed development. The project applicant would be required to comply with building standards

and guidelines to reduce potential impacts of fires. The proposed improvements would allow for decreased fire risk. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Access to the site currently exists via Avenue 42 and Monroe Street. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan because it will provide emergency fire access to the project site and will not alter the City's existing street system. Emergency access would be compliant with the standards of the Fire Department to ensure proper vehicular access for emergency vehicles to the site. As a result, the project is not expected to require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Furthermore, wildfires are not expected to occur at the project site due to the lack of fuel and slopes on and surrounding the project site. Therefore, the project would not expose people or structures to significant risks, including downslope, or downstream flooding, or landslides, as a result of runoff, post-fire slope instability, or drainage changes as a result of a wildfire. No impacts would occur.

Further Study: Project development is not anticipated to be impacted by wildfires since the project site and the surrounding area does not contain dense vegetation or steep slopes. Additionally, the project site is not located in a Fire Hazard Severity Zone area designated by Cal Fire. No impact would occur and no further analysis is required.

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

a) **Potentially Significant Impact.** The project site, located on the southwest corner of Avenue 42 and Monroe Street, has remained in an undeveloped and vacant condition since 2009. Prior to 2009, the site included scattered residential homes and operated as agricultural land (based on historical aerial imagery). The site is surrounded by a mix of developed and undeveloped properties. Developed uses includes agricultural lots and residential communities to the north, commercial uses to the east, and the I-10 to the south. Vacant undeveloped areas are also north, east, south, and west of the project site. The Coachella Valley Stormwater Channel is located south of the project site and the Thousand Palms Canyon Wash is located west of the project site. The developed uses surrounding the project site make the subject property an unlikely site to house sensitive wildlife and plant species, however, a project-specific biological resources study will be conducted. Due to the undeveloped and vacant character of the site, there is a possibility that the project site contains cultural resources. Therefore, a project-specific cultural (i.e., historical and archaeological) resources report will be conducted.

Further Study: The project-specific biological resources study will determine whether sensitive plant and wildlife species occur onsite, while the cultural resources report will determine the presence or absence of historical or prehistorical resources on the project site. Both reports will provide mitigation measures, if necessary, to reduce impacts. The findings of these reports and the project's potential impact to biological and cultural resources will be analyzed in greater detail in the DEIR.

b) **Potentially Significant Impact.** The project site is currently located on vacant and undeveloped land within the City's Regional Commercial (RC), Mixed Use Neighborhood (MUN), and Specific Plan (MU-SP) zoning designations. Developed residential and agricultural uses are located north of the project site, commercial uses are located east of the project site, while vacant and undeveloped properties are located north, east, south and west of the project site.

Further Study: The proposed project would result in development of approximately 185.75 acres of vacant land. Thus, construction and operation of the proposed project has the potential to have cumulative air quality, greenhouse gas, energy, noise, and traffic impacts. Therefore, project-specific technical reports will determine whether project impacts are significant and provide recommendations and mitigation to minimize the potential impacts. The DEIR will include findings of the project-specific technical reports and analyze the project's potential to result in cumulative impacts.

c) **Potentially Significant Impact.** The proposed project is compatible with existing and surrounding uses and will comply with established design guidelines and current building standards. Nonetheless, development and operation of the proposed project would result in environmental effects that have potential to cause substantial adverse effects on human beings.

Further Study: The DEIR will analyze the proposed project's impacts related to environmental effects that may cause substantial adverse effects on human beings. Project-specific technical reports will analyze the project's direct and indirect impact to air quality, greenhouse gas, energy, noise, and traffic and provide mitigation measures where necessary to minimize potential impacts.

COUNTY OF RIVERSIDE
TRANSPORTATION AND LAND MANAGEMENT AGENCY

Mark Lancaster
Director of Transportation

Mojahed Salama, P.E.
Deputy for Transportation/Capital Projects

Russell Williams
Deputy for Transportation/Planning and Development

Transportation Department

October 27, 2023

Kendra Reif
Principal Planner
City of Indio
100 Civic Center Mall
Indio, CA 92201

RE: Notice of Preparation Draft Environmental Impact Report for The Oasis at Indio Project

Ms. Reif,

The City of Indio, County of Riverside, and California Department of Transportation are completing the design phase of an interchange improvement project at the I-10 Interchange and Monroe Street. The project is scheduled to begin construction in 2025.

In January and February 2023, the City of Indio and County of Riverside had correspondence with David Um at BH Properties regarding the interchange preliminary design and proposed future development by BH Properties. Preliminary interchange design plans were provided to BH Properties for incorporation at that time.

The Conceptual Land Use Plan in The Oasis at Indio Specific Plan Draft Initial Study does not appear to accommodate the I-10/Monroe Street Interchange Improvement Project slope and drainage requirements. Please include the interchange project slope and drainage features. Additionally, the proposed land use designation general plan amendment needs to analyze and mitigate any traffic impacts associated with the Oasis at Indio Project which were not anticipated with the I-10/Monroe Street Interchange Improvement Project traffic analysis.

Thank you for the opportunity to comment on the proposed development. Please include the County of Riverside in future project related notices.

Sincerely,

John Ashlock
Engineering Project Manager
County of Riverside
(951) 955-1511
jashlock@rivco.org

CC: City of Indio

From: Mark Yadisernia <markyada@yahoo.com>
Sent: Wednesday, October 11, 2023 11:53 AM
To: Kendra Reif <kreif@indio.org>
Subject: The Oasis at Indio

WARNING: External email. Please verify sender before opening attachments or clicking on links.

Kendra:

I recently received a letter from Kevin Snyder regarding The Oasis at Indio project. (attached).

I am writing to let you know that we are in support of the proposed project, Option 1 or 2. And to provide you with my contact information as the owner of the 11.01 acre parcel located at the NWC of Ave. 42 and Madison Street.

Mark Yadisernia
markyada@yahoo.com
Phone: 310-415-6804

We hope to develop a similar project on our parcel at some point in the future (mixed use of residential and commercial/retail). As we contemplate a potential residential development, I would like to get the City's feedback if they have a want/need for Affordable Housing and/or 40B.

I look forward to the City's feedback and please let me know if you need anything else from us in regards to The Oasis project.

Thank you,
Mark

Mark Yadisernia
M: 310-415-6804

ROB BONTA
Attorney General

State of California
DEPARTMENT OF JUSTICE

1300 I STREET, SUITE 125
P.O. BOX 944255
SACRAMENTO, CA 94244-2550

E-Mail: EJ@doj.ca.gov

May 31, 2024

Kendra Reif, Principal Planner
City of Indio
100 Civic Center Mall
Indio, CA 92203

RE: The Oasis at Indio Project, SCH #2024050578

Dear Ms. Reif:

Thank you for the opportunity to provide comments on the Notice of Preparation for the Oasis at Indio Project. While the logistics industry is an important component of our modern economy, warehouses can bring various environmental impacts to the communities where they are located. For example, diesel trucks visiting warehouses emit nitrogen oxide (NO_x)—a primary precursor to smog formation and a significant factor in the development of respiratory problems like asthma, bronchitis, and lung irritation—and diesel particulate matter (a subset of fine particular matter that is smaller than 2.5 micrometers)—a contributor to cancer, heart disease, respiratory illnesses, and premature death.[1] Trucks and on-site loading activities can also be loud, bringing disruptive noise levels during 24/7 operation that can cause hearing damage after prolonged exposure.[2] The hundreds, and sometimes thousands, of daily truck and passenger car trips that warehouses generate can contribute to traffic jams, deterioration of road surfaces, traffic accidents, and unsafe conditions for pedestrians and bicyclists. Depending on the circumstances of an individual project, warehouses may also have other environmental impacts.

To help lead agencies avoid, analyze, and mitigate warehouses' environmental impacts, the Attorney General Office's Bureau of Environmental Justice has published a document containing best practices and mitigation measures for warehouse projects. We have attached a

[1] California Air Resources Board, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health (NOx); California Air Resources Board, Summary: Diesel Particular Matter Health Impacts, https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts; Office of Environmental Health Hazard Assessment and American Lung Association of California, Health Effects of Diesel Exhaust, https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf (DPM).

[2] Noise Sources and Their Effects, https://www.chem.purdue.edu/chemsafety/Training/PPETrain/dblevels.htm (a diesel truck moving 40 miles per hour, 50 feet away, produces 84 decibels of sound).

copy of this document to this letter, and it is also available online.[3] We encourage you to consider the information in this document as you prepare the draft environmental impact report for this project.

Priority should be placed on avoiding land use conflicts between warehouses and sensitive receptors and on mitigating the impacts of any unavoidable land use conflicts. However, even projects located far from sensitive receptors may contribute to harmful regional air pollution, so you should consider measures to reduce emissions associated with the project to help the State meet its air quality goals. A distant warehouse may also impact sensitive receptors if trucks must pass near sensitive receptors to visit the warehouse.

The Bureau will continue to monitor proposed warehouse projects for compliance with the California Environmental Quality Act and other laws. We are available to discuss as you prepare the draft environmental impact report and consider how to guide warehouse development in your jurisdiction. Please do not hesitate to contact the Environmental Justice Bureau at ej@doj.ca.gov if you have any questions.

Sincerely,



CHRISTIE VOSBURG
Supervising Deputy Attorney General

For ROB BONTA
Attorney General

[3] https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf.

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ROB BONTA
Attorney General

State of California
DEPARTMENT OF JUSTICE

Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act

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In carrying out its duty to enforce laws across California, the California Attorney General's Bureau of Environmental Justice (Bureau)[1] regularly reviews proposed warehouse projects for compliance with the California Environmental Quality Act (CEQA) and other laws. When necessary, the Bureau submits comment letters to lead agencies regarding warehouse projects, and in rare cases the Bureau has filed litigation to enforce CEQA.[2] This document builds upon the Bureau's work on warehouse projects, collecting information gained from the Bureau's review of hundreds of warehouse projects across the state.[3] It is meant to help lead agencies pursue CEQA compliance and promote environmentally-just development as they confront warehouse project proposals.[4] While CEQA analysis is necessarily project-specific, this document provides information on feasible best practices and mitigation measures, nearly all of which have been adapted from actual warehouse projects in California.

I. Background

In recent years, the proliferation of e-commerce and rising consumer expectations of rapid shipping have contributed to a boom in warehouse development.[5] California, with its ports, population centers, and transportation network, has found itself at the center of this trend. In 2020, the Ports of Los Angeles, Long Beach, and Oakland collectively accounted for over 34% of all United States international container trade.[6] The Ports of Los Angeles and Long Beach alone generate about 35,000 container truck trips every day.[7] Accordingly, the South Coast Air Basin now contains approximately 3,000 warehouses of over 100,000 square feet each, with a total warehouse capacity of approximately 700 million square feet, an increase of 20 percent over the last five years.[8] This trend has only accelerated, with e-commerce growing to

[1] https://oag.ca.gov/environment/justice.

[2] https://oag.ca.gov/environment/ceqa; *People of the State of California v. City of Fontana* (Super. Ct. San Bernardino County, No. CIVSB2121829); *South Central Neighbors United et al. v. City of Fresno et al.* (Super. Ct. Fresno County, No. 18CECG00690).

[3] This September 2022 version revises and replaces the prior March 2021 version of this document.

[4] Anyone reviewing this document to determine CEQA compliance responsibilities should consult their own attorney for legal advice.

[5] As used in this document, "warehouse" or "logistics facility" is defined as a facility consisting of one or more buildings that stores cargo, goods, or products on a short- or long-term basis for later distribution to businesses and/or retail customers.

[6] Data from the Bureau of Transportation Statistics, Container TEUs (Twenty-foot Equivalent Units) (2020), https://data.bts.gov/stories/s/Container-TEU/x3fb-aeda/ (Ports of Los Angeles, Long Beach, and Oakland combined for 14.157 million TEUs, 34% of 41.24 million TEUs total nationwide) (last accessed September 18, 2022).

[7] U.S. Dept. of Transportation, Federal Highway Administration, *FHWA Operations Support – Port Peak Pricing Program Evaluation* (2020), available at https://ops.fhwa.dot.gov/publications/fhwahop09014/sect2.htm (last accessed September 18, 2022).

[8] South Coast Air Qual. Mgmt. Dist., *Final Socioeconomic Assessment for Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305*, at 7-8, 41 (May 2021).

13% of all retail sales and 2021 being a second consecutive record year for new warehouse space leased.[9] The latest data and forecasts predict that the next wave of warehouse development will be in the Central Valley.[10]

When done properly, these activities can contribute to the economy and consumer welfare. However, imprudent warehouse development can harm local communities and the environment. Among other pollutants, diesel trucks visiting warehouses emit nitrogen oxide (NO_x)—a primary precursor to smog formation and a significant factor in the development of respiratory problems like asthma, bronchitis, and lung irritation—and diesel particulate matter (a subset of fine particular matter that is smaller than 2.5 micrometers)—a contributor to cancer, heart disease, respiratory illnesses, and premature death.[11] Trucks and on-site loading activities can also be loud, bringing disruptive noise levels during 24/7 operation that can cause hearing damage after prolonged exposure.[12] The hundreds, and sometimes thousands, of daily truck and passenger car trips that warehouses generate contribute to traffic jams, deterioration of road surfaces, and traffic accidents.

These environmental impacts also tend to be concentrated in neighborhoods already suffering from disproportionate health impacts and systemic vulnerability. For example, a comprehensive study by the South Coast Air Quality Management District found that communities located near large warehouses scored far higher on California's environmental justice screening tool, which measures overall pollution and demographic vulnerability.[13] That

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[9] U.S. Census Bureau News, Quarterly Retail E-Commerce Sales 4th Quarter 2021 (February 22, 2022), https://www.census.gov/retail/mrts/www/data/pdf/ec_current.pdf (last accessed September 18, 2022); CBRE Research, *2022 North America Industrial Big Box Report: Review and Outlook*, at 2-3 (March 2022), *available at* https://www.cbre.com/insights/reports/2022-north-america-industrial-big-box#download-report (last accessed September 18, 2022).

[10] CBRE Research, *supra note* 9, at 4, 36; New York Times, *Warehouses Are Headed to the Central Valley, Too* (Jul. 22, 2020), *available* at https://www.nytimes.com/2020/07/22/us/coronavirus-ca-warehouse-workers.html.

[11] California Air Resources Board, Nitrogen Dioxide & Health, https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health (last accessed September 18, 2022) (NOx); California Air Resources Board, Summary: Diesel Particular Matter Health Impacts, https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts (last accessed September 18, 2022); Office of Environmental Health Hazard Assessment and American Lung Association of California, Health Effects of Diesel Exhaust, https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf (last accessed September 18, 2022) (DPM).

[12] Noise Sources and Their Effects, https://www.chem.purdue.edu/chemsafety/Training/PPETrain/dblevels.htm (last accessed September 18, 2022) (a diesel truck moving 40 miles per hour, 50 feet away, produces 84 decibels of sound).

[13] South Coast Air Quality Management District, "Final Socioeconomic Assessment for Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305" (May 2021), at 4-5.

study concluded that, compared to the South Coast Air Basin averages, communities in the South Coast Air Basin near large warehouses had a substantially higher proportion of people of color; were exposed to more diesel particulate matter; had higher rates of asthma, cardiovascular disease, and low birth weights; and had higher poverty and unemployment rates.[14] Each area has its own unique history, but many of these impacts and vulnerabilities reflect historic redlining practices in these communities, which devalued land and concentrated poverty, racial outgroups, and pollution into designated areas.[15]

II. Proactive Planning: General Plans, Local Ordinances, and Good Neighbor Policies

To systematically guide warehouse development, we encourage local governing bodies to proactively plan for logistics projects in their jurisdictions. Proactive planning allows jurisdictions to prevent land use conflicts before they materialize and direct sustainable development. Benefits also include providing a predictable business environment, protecting residents from environmental harm, and setting consistent expectations jurisdiction-wide.

Proactive planning can take many forms. Land use designation and zoning decisions should channel development into appropriate areas. For example, establishing industrial districts near major highway and rail corridors but away from sensitive receptors[16] can help attract investment while avoiding conflicts between warehouse facilities and residential communities. Transition zones with lighter industrial and commercial land uses may also help minimize conflicts between residential and industrial uses.

In addition, general plan policies, local ordinances, and good neighbor policies should set minimum standards for logistics projects. General plan policies can be incorporated into existing economic development, land use, circulation, or other related general plan elements. Many jurisdictions alternatively choose to consolidate policies in a separate environmental justice element. Adopting general plan policies to guide warehouse development may also help

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[14] *Id*. at 5-7.

[15] Beginning in the 1930s, federal housing policy directed investment away from Black, immigrant, and working-class communities by color-coding neighborhoods according to the purported "riskiness" of loaning to their residents. In California cities where such "redlining" maps were drawn, nearly all of the communities where warehouses are now concentrated were formerly coded "red," signifying the least desirable areas where investment was to be avoided. *See* University of Richmond Digital Scholarship Lab, Mapping Inequality, https://dsl.richmond.edu/panorama/redlining/#loc=12/33.748/-118.272&city=los-angeles-ca (Los Angeles), https://dsl.richmond.edu/panorama/redlining/#loc=13/32.685/-117.132&city=san-diego-ca (San Diego), https://dsl.richmond.edu/panorama/redlining/#loc=11/37.81/-122.38&city=oakland-ca (Oakland), https://dsl.richmond.edu/panorama/redlining/#loc=13/37.956/-121.326&city=stockton-ca (Stockton), https://dsl.richmond.edu/panorama/redlining/#loc=12/36.751/-119.86&city=fresno-ca (Fresno) (all last accessed September 18, 2022).

[16] In this document, "sensitive receptors" refers to residences, schools, public recreation facilities, health care facilities, places of worship, daycare facilities, community centers, or incarceration facilities.

jurisdictions comply with their obligations under SB 1000, which requires local government general plans to identify objectives and policies to reduce health risks in disadvantaged communities, promote civil engagement in the public decision making process, and prioritize improvements and programs that address the needs of disadvantaged communities.[17]

Local ordinances and good neighbor policies that set development standards for all warehouses in the jurisdiction are a critical and increasingly common tool that serve several goals. When well-designed, these ordinances direct investment to local improvements, provide predictability for developers, conserve government resources by streamlining project review processes, and reduce the environmental impacts of industrial development. While many jurisdictions have adopted warehouse-specific development standards, an ordinance in the City of Fontana provides an example to review and build upon.[18] Good neighbor policies in Riverside County and by the Western Riverside Council of Government include additional measures worth consideration.[19]

The Bureau encourages jurisdictions to adopt their own local ordinances that combine the strongest policies from those models with measures discussed in the remainder of this document.

III. Community Engagement

Early and consistent community engagement is central to establishing good relationships between communities, lead agencies, and warehouse developers and tenants. Robust community engagement can give lead agencies access to community residents' on-the-ground knowledge and information about their concerns, build community support for projects, and develop creative solutions to ensure new logistics facilities are mutually beneficial. Examples of best practices for community engagement include:

- Holding a series of community meetings at times and locations convenient to members of the affected community and incorporating suggestions into the project design.
- Posting information in hard copy in public gathering spaces and on a website about the project. The information should include a complete, accurate project description, maps and drawings of the project design, and information about how the public can provide input and be involved in the project approval process. The

[17] For more information about SB 1000, *see* https://oag.ca.gov/environment/sb1000.
[18] https://oag.ca.gov/system/files/attachments/press-docs/Final%20Signed%20Fontana%20Ordinance.pdf (last accessed September 18, 2022).
[19] For example, the Riverside County policy requires community benefits agreements and supplemental funding contributions toward additional pollution offsets, and the Western Riverside Council of Governments policy sets a minimum buffer zone of 300 meters between warehouses and sensitive receptors. https://www.rivcocob.org/wp-content/uploads/2020/01/Good-Neighbor-Policy-F-3-Final-Adopted.pdf (last accessed September 18, 2022) (Riverside County); http://www.wrcog.cog.ca.us/DocumentCenter/View/318/Good-Neighbor-Guidelines-for-Siting-Warehouse-Distribution-Facilities-PDF?bidId= (last accessed September 18, 2022) (Western Riverside Council of Governments).

information should be in a format that is easy to navigate and understand for members of the affected community.

- Providing notice by mail to residents and schools within a certain radius of the project and along transportation corridors to be used by vehicles visiting the project, and by posting a prominent sign on the project site. The notice should include a brief project description and directions for accessing complete information about the project and for providing input on the project.
- Providing translation or interpretation in residents' native language, where appropriate.
- For public meetings broadcast online or otherwise held remotely, providing for access and public comment by telephone and supplying instructions for access and public comment with ample lead time prior to the meeting.
- Partnering with local community-based organizations to solicit feedback, leverage local networks, co-host meetings, and build support.
- Considering adoption of a community benefits agreement, negotiated with input from affected residents and businesses, by which the developer provides benefits to the affected community.
- Creating a community advisory board made up of local residents to review and provide feedback on project proposals in early planning stages.
- Identifying a person to act as a community liaison concerning on-site construction activity and operations, and providing contact information for the community liaison to the surrounding community.
- Requiring signage in public view at warehouse facilities with contact information for a local designated representative for the facility operator who can receive community complaints, and requiring any complaints to be answered by the facility operator within 48 hours of receipt.

IV. Warehouse Siting and Design Considerations

The most important consideration when planning a logistics facility is its location. Warehouses located in residential neighborhoods or near sensitive receptors expose community residents and those using or visiting sensitive receptor sites to the air pollution, noise, traffic, and other environmental impacts they generate. Therefore, placing facilities away from sensitive receptors significantly reduces their environmental and quality of life harms on local communities. The suggested best practices for siting and design of warehouse facilities does not relieve lead agencies' responsibility under CEQA to conduct a project-specific analysis of the project's impacts and evaluation of feasible mitigation measures and alternatives; lead agencies' incorporation of the best practices must be part of the impact, mitigation and alternatives analyses to meet the requirements of CEQA. Examples of best practices when siting and designing warehouse facilities include:

- Per California Air Resources Board (CARB) guidance, siting warehouse facilities so that their property lines are at least 1,000 feet from the property lines of the nearest sensitive receptors.[20]
- Providing adequate amounts of on-site parking to prevent trucks and other vehicles from parking or idling on public streets and to reduce demand for off-site truck yards.
- Establishing setbacks from the property line of the nearest sensitive receptor to warehouse dock doors, loading areas, and truck drive aisles, and locating warehouse dock doors, loading areas, and truck drive aisles on the opposite side of the building from the nearest sensitive receptors—e.g., placing dock doors on the north side of the facility if sensitive receptors are near the south side of the facility.
- Placing facility entry and exit points from the public street away from sensitive receptors—e.g., placing these points on the north side of the facility if sensitive receptors are adjacent to the south side of the facility.
- Ensuring heavy duty trucks abide by the on-site circulation plans by constructing physical barriers to block those trucks from using areas of the project site restricted to light duty vehicles or emergency vehicles only.
- Preventing truck queuing spillover onto surrounding streets by positioning entry gates after a minimum of 140 feet of space for queuing, and increasing the distance by 70 feet for every 20 loading docks beyond 50 docks.
- Locating facility entry and exit points on streets of higher commercial classification that are designed to accommodate heavy duty truck usage.
- Screening the warehouse site perimeter and onsite areas with significant truck traffic (e.g., dock doors and drive aisles) by creating physical, structural, and/or vegetative buffers that prevent or substantially reduce pollutant and noise dispersion from the facility to sensitive receptors.
- Planting exclusively 36-inch box evergreen trees to ensure faster maturity and four-season foliage.
- Requiring all property owners and successors in interest to maintain onsite trees and vegetation for the duration of ownership, including replacing any dead or unhealthy trees and vegetation.
- Posting signs clearly showing the designated entry and exit points from the public street for trucks and service vehicles.
- Including signs and drive aisle pavement markings that clearly identify onsite circulation patterns to minimize unnecessary onsite vehicle travel.
- Posting signs indicating that all parking and maintenance of trucks must be conducted within designated on-site areas and not within the surrounding community or public streets.

[20] CARB, Air Quality and Land Use Handbook: A Community Health Perspective (April 2005), at ES-1. CARB staff has released draft updates to this siting and design guidance which suggests a greater distance may be warranted in some scenarios. CARB, Concept Paper for the Freight Handbook (December 2019), *available at* https://ww2.arb.ca.gov/sites/default/files/2020-03/2019.12.12%20-%20Concept%20Paper%20for%20the%20Freight%20Handbook_1.pdf (last accessed September 18, 2022).

V. Air Quality and Greenhouse Gas Emissions Analysis and Mitigation

Emissions of air pollutants and greenhouse gases are often among the most substantial environmental impacts from new warehouse facilities. CEQA compliance demands a proper accounting of the full air quality and greenhouse gas impacts of logistics facilities and adoption of all feasible mitigation of significant impacts. Although efforts by CARB and other authorities to regulate the heavy-duty truck and off-road diesel fleets have made excellent progress in reducing the air quality impacts of logistics facilities, the opportunity remains for local jurisdictions to further mitigate these impacts at the project level. Lead agencies and developers should also consider designing projects with their long-term viability in mind. Constructing the necessary infrastructure to prepare for the zero-emission future of goods movement not only reduces a facility's emissions and local impact now, but it can also save money as demand for zero-emission infrastructure grows. In planning new logistics facilities, the Bureau strongly encourages developers to consider the local, statewide, and global impacts of their projects' emissions.

Examples of best practices when studying air quality and greenhouse gas impacts include:

- Fully analyzing all reasonably foreseeable project impacts, including cumulative impacts. In general, new warehouse developments are not ministerial under CEQA because they involve public officials' personal judgment as to the wisdom or manner of carrying out the project, even when warehouses are permitted by a site's applicable zoning and/or general plan land use designation.[21]
- When analyzing cumulative impacts, thoroughly considering the project's incremental impact in combination with past, present, and reasonably foreseeable future projects, even if the project's individual impacts alone do not exceed the applicable significance thresholds.
- Preparing a quantitative air quality study in accordance with local air district guidelines.
- Preparing a quantitative health risk assessment in accordance with California Office of Environmental Health Hazard Assessment and local air district guidelines.
- Refraining from labeling compliance with CARB or air district regulations as a mitigation measure—compliance with applicable regulations is required regardless of CEQA.
- Disclosing air pollution from the entire expected length of truck trips. CEQA requires full public disclosure of a project's anticipated truck trips, which entails calculating truck trip length based on likely truck trip destinations, rather than the distance from the facility to the edge of the air basin, local jurisdiction, or other truncated endpoint. All air pollution associated with the project must be considered, regardless of where those impacts occur.

[21] CEQA Guidelines § 15369.

- Accounting for all reasonably foreseeable greenhouse gas emissions from the project, without discounting projected emissions based on participation in California's Cap-and-Trade Program.

Examples of measures to mitigate air quality and greenhouse gas impacts from construction are below. To ensure mitigation measures are enforceable and effective, they should be imposed as permit conditions on the project where applicable.

- Requiring off-road construction equipment to be hybrid electric-diesel or zero-emission, where available, and all diesel-fueled off-road construction equipment to be equipped with CARB Tier IV-compliant engines or better, and including this requirement in applicable bid documents, purchase orders, and contracts, with successful contractors demonstrating the ability to supply the compliant construction equipment for use prior to any ground-disturbing and construction activities.
- Prohibiting off-road diesel-powered equipment from being in the "on" position for more than 10 hours per day.
- Using electric-powered hand tools, forklifts, and pressure washers, and providing electrical hook ups to the power grid rather than use of diesel-fueled generators to supply their power.
- Designating an area in the construction site where electric-powered construction vehicles and equipment can charge.
- Limiting the amount of daily grading disturbance area.
- Prohibiting grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone for the project area.
- Forbidding idling of heavy equipment for more than three minutes.
- Keeping onsite and furnishing to the lead agency or other regulators upon request, all equipment maintenance records and data sheets, including design specifications and emission control tier classifications.
- Conducting an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce construction impacts.
- Using paints, architectural coatings, and industrial maintenance coatings that have volatile organic compound levels of less than 10 g/L.
- Providing information on transit and ridesharing programs and services to construction employees.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations for construction employees.

Examples of measures to mitigate air quality and greenhouse gas impacts from operation include:

- Requiring all heavy-duty vehicles engaged in drayage[22] to or from the project site to be zero-emission beginning in 2030.

[22] "Drayage" refers generally to transport of cargo to or from a seaport or intermodal railyard.

- Requiring all on-site motorized operational equipment, such as forklifts and yard trucks, to be zero-emission with the necessary charging or fueling stations provided.
- Requiring tenants to use zero-emission light- and medium-duty vehicles as part of business operations.
- Forbidding trucks from idling for more than three minutes and requiring operators to turn off engines when not in use.
- Posting both interior- and exterior-facing signs, including signs directed at all dock and delivery areas, identifying idling restrictions and contact information to report violations to CARB, the local air district, and the building manager.
- Installing solar photovoltaic systems on the project site of a specified electrical generation capacity that is equal to or greater than the building's projected energy needs, including all electrical chargers.
- Designing all project building roofs to accommodate the maximum future coverage of solar panels and installing the maximum solar power generation capacity feasible.
- Constructing zero-emission truck charging/fueling stations proportional to the number of dock doors at the project.
- Running conduit to designated locations for future electric truck charging stations.
- Unless the owner of the facility records a covenant on the title of the underlying property ensuring that the property cannot be used to provide refrigerated warehouse space, constructing electric plugs for electric transport refrigeration units at every dock door and requiring truck operators with transport refrigeration units to use the electric plugs when at loading docks.
- Oversizing electrical rooms by 25 percent or providing a secondary electrical room to accommodate future expansion of electric vehicle charging capability.
- Constructing and maintaining electric light-duty vehicle charging stations proportional to the number of employee parking spaces (for example, requiring at least 10% of all employee parking spaces to be equipped with electric vehicle charging stations of at least Level 2 charging performance)
- Running conduit to an additional proportion of employee parking spaces for a future increase in the number of electric light-duty charging stations.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, air filtration systems at sensitive receptors within a certain radius of facility for the life of the project.
- Installing and maintaining, at the manufacturer's recommended maintenance intervals, an air monitoring station proximate to sensitive receptors and the facility for the life of the project, and making the resulting data publicly available in real time. While air monitoring does not mitigate the air quality or greenhouse gas impacts of a facility, it nonetheless benefits the affected community by providing information that can be used to improve air quality or avoid exposure to unhealthy air.
- Requiring all stand-by emergency generators to be powered by a non-diesel fuel.
- Requiring facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of

trucks.

- Requiring operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.
- Meeting CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking.
- Designing to LEED green building certification standards.
- Providing meal options onsite or shuttles between the facility and nearby meal destinations.
- Posting signs at every truck exit driveway providing directional information to the truck route.
- Improving and maintaining vegetation and tree canopy for residents in and around the project area.
- Requiring that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB-approved courses. Also require facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.
- Requiring tenants to enroll in the United States Environmental Protection Agency's SmartWay program, and requiring tenants who own, operate, or hire trucking carriers with more than 100 trucks to use carriers that are SmartWay carriers.
- Providing tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets.

VI. Noise Impacts Analysis and Mitigation

The noise associated with logistics facilities can be among their most intrusive impacts to nearby sensitive receptors. Various sources, such as unloading activity, diesel truck movement, and rooftop air conditioning units, can contribute substantial noise pollution. These impacts are exacerbated by logistics facilities' typical 24-hour, seven-days-per-week operation. Construction noise is often even greater than operational noise, so if a project site is near sensitive receptors, developers and lead agencies should adopt measures to reduce the noise generated by both construction and operation activities.

Examples of best practices when studying noise impacts include:

- Preparing a noise impact analysis that considers all reasonably foreseeable project noise impacts, including to nearby sensitive receptors. All reasonably foreseeable project noise impacts encompasses noise from both construction and operations, including stationary, on-site, and off-site noise sources.
- Adopting a lower significance threshold for incremental noise increases when baseline noise already exceeds total noise significance thresholds, to account for the cumulative impact of additional noise and the fact that, as noise moves up the decibel scale, each decibel increase is a progressively greater increase in sound

pressure than the last. For example, 70 dBA is ten times more sound pressure than 60 dBA.

- Disclosing and considering the significance of short-term noise levels associated with all aspects of project operation (i.e. both on-site noise generation and off-site truck noise). Considering only average noise levels may mask noise impacts sensitive receptors would consider significant—for example, the repeated but short-lived passing of individual trucks or loading activities at night.

Examples of measures to mitigate noise impacts include:

- Constructing physical, structural, or vegetative noise barriers on and/or off the project site.
- Planning and enforcing truck routes that avoid passing sensitive receptors.
- Locating or parking all stationary construction equipment as far from sensitive receptors as possible, and directing emitted noise away from sensitive receptors.
- Verifying that construction equipment has properly operating and maintained mufflers.
- Requiring all combustion-powered construction equipment to be surrounded by a noise protection barrier
- Limiting operation hours to daytime hours on weekdays.
- Paving roads where truck traffic is anticipated with low noise asphalt.
- Orienting any public address systems onsite away from sensitive receptors and setting system volume at a level not readily audible past the property line.

VII. Traffic Impacts Analysis and Mitigation

Warehouse facilities inevitably bring truck and passenger car traffic. Truck traffic can present substantial safety issues. Collisions with heavy-duty trucks are especially dangerous for passenger cars, motorcycles, bicycles, and pedestrians. These concerns can be even greater if truck traffic passes through residential areas, school zones, or other places where pedestrians are common and extra caution is warranted.

Examples of measures to mitigate traffic impacts include:

- Designing, clearly marking, and enforcing truck routes that keep trucks out of residential neighborhoods and away from other sensitive receptors.
- Installing signs in residential areas noting that truck and employee parking is prohibited.
- Requiring preparation and approval of a truck routing plan describing the facility's hours of operation, types of items to be stored, and truck routing to and from the facility to designated truck routes that avoids passing sensitive receptors. The plan should include measures for preventing truck queuing, circling, stopping, and parking on public streets, such as signage, pavement markings, and queuing analysis and enforcement. The plan should hold facility operators responsible for violations of the truck routing plan, and a revised plan should be required from any new tenant that occupies the property before a business license

is issued. The approving agency should retain discretion to determine if changes to the plan are necessary, including any additional measures to alleviate truck routing and parking issues that may arise during the life of the facility.
- Constructing new or improved transit stops, sidewalks, bicycle lanes, and crosswalks, with special attention to ensuring safe routes to schools.
- Consulting with the local public transit agency and securing increased public transit service to the project area.
- Designating areas for employee pickup and drop-off.
- Implementing traffic control and safety measures, such as speed bumps, speed limits, or new traffic signs or signals.
- Placing facility entry and exit points on major streets that do not have adjacent sensitive receptors.
- Restricting the turns trucks can make entering and exiting the facility to route trucks away from sensitive receptors.
- Constructing roadway improvements to improve traffic flow.
- Preparing a construction traffic control plan prior to grading, detailing the locations of equipment staging areas, material stockpiles, proposed road closures, and hours of construction operations, and designing the plan to minimize impacts to roads frequented by passenger cars, pedestrians, bicyclists, and other non-truck traffic.

VIII. Other Significant Environmental Impacts Analysis and Mitigation

Warehouse projects may result in significant environmental impacts to other resources, such as to aesthetics, cultural resources, energy, geology, or hazardous materials. All significant adverse environmental impacts must be evaluated, disclosed and mitigated to the extent feasible under CEQA. Examples of best practices and mitigation measures to reduce environmental impacts that do not fall under any of the above categories include:

- Appointing a compliance officer who is responsible for implementing all mitigation measures, and providing contact information for the compliance officer to the lead agency, to be updated annually.
- Creating a fund to mitigate impacts on affected residents, schools, places of worship, and other community institutions by retrofitting their property. For example, retaining a contractor to retrofit/install HVAC and/or air filtration systems, doors, dual-paned windows, and sound- and vibration-deadening insulation and curtains.
- Sweeping surrounding streets on a daily basis during construction to remove any construction-related debris and dirt.
- Directing all lighting at the facility into the interior of the site.
- Using full cut-off light shields and/or anti-glare lighting.
- Requiring submission of a property maintenance program for agency review and approval providing for the regular maintenance of all building structures, landscaping, and paved surfaces.
- Using cool pavement to reduce heat island effects.

- Planting trees in parking areas to provide at least 35% shade cover of parking areas within fifteen years to reduce heat island impacts.
- Using light colored roofing materials with a solar reflective index of 78 or greater.
- Including on-site amenities, such as a truck operator lounge with restrooms, vending machines, and air conditioning, to reduce the need for truck operators to idle or travel offsite.
- Designing skylights to provide natural light to interior worker areas.
- Installing climate control and air filtration in the warehouse facility to promote worker well-being.

IX. Conclusion

California's world-class economy, ports, and transportation network position it at the center of the e-commerce and logistics industry boom. At the same time, California is a global leader in environmental protection and environmentally just development. The guidance in this document furthers these dual strengths, ensuring that all can access the benefits of economic development. The Bureau will continue to monitor proposed projects for compliance with CEQA and other laws. Lead agencies, developers, community advocates, and other interested parties should feel free to reach out to us as they consider how to guide warehouse development in their area.

Please do not hesitate to contact the Environmental Justice Bureau at ej@doj.ca.gov if you have any questions.

CARECA

06/11/2024

VIA EMAIL ONLY

Kendra Reif, Principal Planner
Community Development Department
City of Indio
100 Civic Center Mall
Indio, CA 92201
Email: kreif@indio.org

RE: NOP Comments for The Oasis at Indio Project

Dear Ms. Reif,

The comments are submitted on behalf of Californians Allied for a Responsible Economy ("CARE CA") regarding the Notice of Preparation ("NOP") of a Draft Environmental Impact Report ("DEIR") for The Oasis at Indio Project ("the Project"). CARE CA understands that the DEIR will evaluate the development of two buildout scenarios: (1) Maximum Buildout Scenario (MBS), which assumes buildout of the project resulting in 3,240 dwelling units, 20,000 square feet of retail commercial uses, and 1,806,290 square feet of industrial development; and (2) Scenario #2, resulting in 1,320 dwelling units, 71,600 square feet of retail commercial uses, a 128 key hotel/motel, and 1,806,290 square feet of industrial uses.

The goal of an EIR is to provide decisionmakers and the public with detailed information about the effects of a proposed project on the environment, how significant impacts will be minimized and alternatives to the project (Pub. Res. Code § 21002.2). Ideally, the discussion should include sufficient detail to allow those who do not participate in the DEIR's preparation to understand and meaningfully deliberate the issues raised by the Project. We, therefore, respectfully request a complete analysis of all identified impacts, imposition of all feasible mitigation and study of a reasonable range of alternatives.

Since the informational sufficiency of an EIR should be at the heart of its preparation, we ask the City to consider the following requests:

Industrial Uses: Since the tenant(s) for the industrial portion of the Project are not yet identified, the City, as lead agency, must make certain assumptions regarding the type and mix of light industrial uses that would likely occupy the proposed buildings. The DEIR should reflect a good faith effort at full disclosure by including as much information on the nature of operations as can be reasonably obtained. If such information is unavailable, the City should study a reasonable

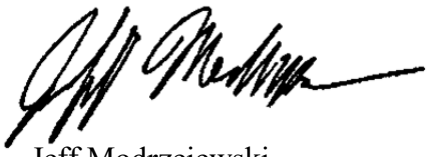
worst-case scenario (i.e., most impactful) so that a broad and diverse range of environmental impacts are included in the analysis.

Public Health: The DEIR should also make all efforts to minimize air quality effects and likely health consequences to the greatest extent possible. In addition, we urge the City to adopt quantitative thresholds that embody climate change's existential threat to humankind to determine the significance of the Project's GHG emissions.

Mitigation Measures: Finally, we encourage the City to incorporate modern technology in the mitigation measures and ensure that the measures are effective and enforceable. A Statement of Overriding Considerations should be considered only after ALL feasible mitigation measures are included in the MMRP.

Thank you for the opportunity to submit NOP comments. Again, CARE CA respectfully requests full analysis of the environmental impacts, feasible mitigation, and reasonable alternatives to the Project.

Sincerely,



Jeff Modrzejewski
Executive Director

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Boulevard, Suite C-220
Ontario, CA 91764
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

June 11, 2024
Sent via email

Kendra Reif
Principal Planner
City of Indio
100 Civic Center Mall
Indio, CA, 92201

Subject: Notice of Preparation of a Draft Environmental Impact Report
The Oasis at Indio Project
State Clearinghouse No. 2024050578

Dear Kendra Reif:

The California Department of Fish and Wildlife (CDFW) received a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) from the City of Indio for The Oasis at Indio Project (Project) pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources, and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802.) Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

CDFW is also submitting comments as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

The proposed Project is located on approximately 186 acres of land south of Avenue 42, west of Monroe Street, and north of the Interstate 10 freeway in the City of Indio, County of Riverside. The Project area is surrounded by agricultural and vacant land to the north, vacant land to the west, and developed and vacant land to the east. The Project encompasses Accessor's Parcel Numbers (APN) 610-020-001, 610-020-010, 610-020-012, 610-020-013, 610-020-021, 610-020- 034, and 610-020-036. The Project site is located approximately 340 feet north of the Whitewater River and adjacent to the Thousand Palms Canyon Wash to the west. The Project site is located within the boundaries of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) and outside of a Conservation Area.

The Project proposes the development of a mixed-use property with industrial, commercial, and residential uses. The proposed project would include a mixed-use district and industrial district, separated into four Planning Areas (1 through 4). Planning Area (PA) 1 is situated on approximately 66 gross acres (61.20 net acres) along the northern boundary of the site and proposes Mixed Use. Planning Area 2 is located on approximately 5 gross acres (4.24 net acres) east of Planning Area 1, at the southwest corner of Avenue 42 and Monroe Street; while Planning Area 3 occupies 10 gross acres (9.35 net acres) south of PA 2. Similar to PA 1, Planning Areas 2 and 3 propose Mixed Use developments, consisting of up to 50 dwelling units per acre (du/ac) for a total of 3,240 dwelling units, and a combined total of 20,000 square feet (sf) of non-residential uses. Planning Area 4, located south of PA 1 and west of PA 2 and 3, occupies approximately 100 gross acres (95.31 net acres) of the project. PA 4 proposes the development of 1,806,290 sf of industrial development. Development and operation of the proposed mixed-use project would introduce new sources of light and glare to the area. Lighting from commercial and industrial buildings is expected to create a new source of nighttime lighting for both operational and security purposes. Additional lighting in commercial and industrial areas typically consists of overhead/downward-orienting lamp posts in parking areas, low intensity, and wall-mounted lighting fixtures at building entrances. Residential lighting typically includes dim lighting in front and back yards, housing entrances, and landscaping.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the City of Indio in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. The comments and recommendations are also offered to enable the CDFW to adequately review and comment on the proposed Project with respect to the Project's consistency with the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP).

CDFW recommends that the forthcoming DEIR address the following:

Assessment of Biological Resources

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts and that special emphasis should be placed on environmental resources that are rare or unique to the region. To enable CDFW staff to adequately review and comment on the project, the DEIR should include a complete assessment of the flora and fauna within and adjacent to the Project footprint, with particular emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats.

The CDFW recommends that the DEIR specifically include:

1. An assessment of the various habitat types located within the project footprint, and a map that identifies the location of each habitat type. CDFW recommends that floristic, alliance- and/or association-based mapping and assessment be completed following *The Manual of California Vegetation*, second edition (Sawyer et al. 2009[2]). Adjoining habitat areas should also be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.

2. A general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat type onsite and within adjacent areas that could be affected by the project. CDFW's California Natural Diversity Database (CNDDB) in Sacramento should be contacted at (916) 322-2493 or CNDDB@wildlife.ca.gov or https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code, in the vicinity of the proposed Project.

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[2] Sawyer, J. O., T. Keeler-Wolf, and J. M. Evens. 2009. A manual of California Vegetation, 2nd ed. California Native Plant Society Press, Sacramento, California. http://vegetation.cnps.org/

CDFW's CNDDB is not exhaustive in terms of the data it houses, nor is it an absence database. CDFW recommends that it be used as a starting point in gathering information about the *potential presence* of species within the general area of the project site.

3. A complete, *recent* inventory of rare, threatened, endangered, and other sensitive species located within the Project footprint and within offsite areas with the potential to be affected, including California Species of Special Concern (CSSC) and California Fully Protected Species (Fish & G. Code, § 3511). Species to be addressed should include all those which meet the CEQA definition (CEQA Guidelines § 15380). The inventory should address seasonal variations in use of the Project area and should not be limited to resident species. CVMSHCP surveys, completed by a CVMSHCP Acceptable Biologist and conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with CDFW and the U.S. Fish and Wildlife Service, where necessary. Note that CDFW generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed Project may warrant periodic updated surveys for certain sensitive taxa, particularly if the Project is proposed to occur over a protracted time frame, or in phases, or if surveys are completed during periods of drought.

   Burrowing Owl (*Athene cunicularia*)

   The Project site has the potential to provide suitable foraging and/or nesting habitat for burrowing owl. Take of individual burrowing owls and their nests is defined by Fish and Game Code section 86, and prohibited by sections 3503, 3503.5 and 3513. Take is defined in Fish and Game Code section 86 as "hunt, pursue, catch, capture or kill, or attempt to hunt, pursue, catch, capture or kill."

   CDFW recommends that the City of Indio follow the recommendations and guidelines provided in the *Staff Report on Burrowing Owl Mitigation* (Department of Fish and Game, March 2012); available for download from CDFW's website: https://www.wildlife.ca.gov/conservation/survey-protocols. The Staff Report on Burrowing Owl Mitigation, specifies three steps for project impact evaluations:

   a. A habitat assessment;
   b. Surveys; and
   c. An impact assessment

   As stated in the Staff Report on Burrowing Owl Mitigation, the three progressive steps are effective in evaluating whether a project will result in impacts to burrowing

owls, and the information gained from the steps will inform any subsequent avoidance, minimization, and mitigation measures. Habitat assessments are conducted to evaluate the likelihood that a site supports burrowing owl. Burrowing owl surveys provide information needed to determine the potential effects of proposed projects and activities on burrowing owls, and to avoid take in accordance with Fish and Game Code sections 86, 3503, and 3503.5. Impact assessments evaluate the extent to which burrowing owls and their habitat may be impacted, directly or indirectly, on and within a reasonable distance of a proposed CEQA project activity or non-CEQA project.

4. A thorough, recent, floristic-based assessment of special status plants and natural communities, following CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFW 2018)

5. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines § 15125[c]).

6. A full accounting of all open space and mitigation/conservation lands within and adjacent to the Project.

Analysis of Direct, Indirect, and Cumulative Impacts to Biological Resources

The DEIR should provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the Project. To ensure that Project impacts to biological resources are fully analyzed, the following information should be included in the DEIR:

1. A discussion of potential impacts from lighting, noise, human activity (e.g., recreation), defensible space, and wildlife-human interactions created by zoning of development projects or other project activities adjacent to natural areas, exotic and/or invasive species, and drainage. The latter subject should address Project-related changes on drainage patterns and water quality within, upstream, and downstream of the Project site, including: volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-Project fate of runoff from the Project site.

2. A discussion of potential indirect Project impacts on biological resources, including resources in areas adjacent to the project footprint, such as nearby public lands (e.g., National Forests, State Parks, etc.), open space, adjacent natural habitats, riparian ecosystems, wildlife corridors, and any designated and/or proposed reserve or mitigation lands (e.g., preserved lands associated with a Natural Community Conservation Plan, or other conserved lands).

3. An evaluation of impacts to adjacent open space lands from both the construction of the Project and any long-term operational and maintenance needs.

4. A cumulative effects analysis developed as described under CEQA Guidelines section 15130. Please include all potential direct and indirect Project related impacts to riparian areas, wetlands, vernal pools, alluvial fan habitats, wildlife corridors or wildlife movement areas, aquatic habitats, sensitive species and other sensitive habitats, open lands, open space, and adjacent natural habitats in the cumulative effects analysis. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

Alternatives Analysis

CDFW recommends the DEIR describe and analyze a range of reasonable alternatives to the Project that are potentially feasible, would "feasibly attain most of the basic objectives of the Project," and would avoid or substantially lessen any of the Project's significant effects (CEQA Guidelines § 15126.6[a]). The alternatives analysis should also evaluate a "no project" alternative (CEQA Guidelines § 15126.6[e]).

Mitigation Measures for Project Impacts to Biological Resources

The DEIR should identify mitigation measures and alternatives that are appropriate and adequate to avoid or minimize potential impacts, to the extent feasible. The City of Indio should assess all direct, indirect, and cumulative impacts that are expected to occur as a result of the implementation of the Project and its long-term operation and maintenance. When proposing measures to avoid, minimize, or mitigate impacts, CDFW recommends consideration of the following:

1. *Fully Protected Species*: Fully protected species may not be taken or possessed at any time and no licenses or permits may be issued for their take except as follows:

    - Take is for necessary scientific research,
    - Efforts to recover a fully protected, endangered, or threatened species,
    - Live capture and relocation of a bird species for the protection of livestock, or
    - They are a covered species whose conservation and management is provided for in a Natural Community Conservation Plan (Fish & G. Code, §§ 3511, 4700, 5050, & 5515).

    Specified types of infrastructure projects may be eligible for an incidental take permit for unavoidable impacts to fully protected species if certain conditions are met (see

Fish & G. Code §2081.15). Project proponents should consult with CDFW early in the project planning process.

Project activities described in the DEIR should generally be designed to completely avoid any fully protected species that have the potential to be present within or adjacent to the Project area. CDFW also recommends that the DEIR fully analyze potential adverse impacts to fully protected species due to habitat modification, loss of foraging habitat, and/or interruption of migratory and breeding behaviors. CDFW recommends that City of Indio include in the analysis how appropriate avoidance, minimization, and mitigation measures will reduce indirect impacts to fully protected species.

2. *Sensitive Plant Communities*: CDFW considers sensitive plant communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3, and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDB and are included in *The Manual of California Vegetation* (Sawyer et al. 2009). The DEIR should include measures to fully avoid and otherwise protect sensitive plant communities from project-related direct and indirect impacts.

3. *California Species of Special Concern* (CSSC): CSSC status applies to animals generally not listed under the federal Endangered Species Act or the CESA, but which nonetheless are declining at a rate that could result in listing, or historically occurred in low numbers and known threats to their persistence currently exist. CSSCs should be considered during the environmental review process. CSSC have the potential or have been documented to occur within or adjacent to the Project area, including, but not limited to: burrowing owl.

4. *Mitigation*: CDFW considers adverse project-related impacts to sensitive species and habitats to be significant to both local and regional ecosystems, and the DEIR should include mitigation measures for adverse project-related impacts to these resources. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, onsite habitat restoration and/or enhancement, and preservation should be evaluated and discussed in detail. Where habitat preservation is not available onsite, offsite land acquisition, management, and preservation should be evaluated and discussed in detail.

   The DEIR should include measures to perpetually protect the targeted habitat values within mitigation areas from direct and indirect adverse impacts in order to meet mitigation objectives to offset project-induced qualitative and quantitative losses of biological values. Specific issues that should be addressed include restrictions on

access, proposed land dedications, long-term monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

If sensitive species and/or their habitat may be impacted from the Project, CDFW recommends the inclusion of specific mitigation in the DEIR. CEQA Guidelines section 15126.4, subdivision (a)(1)(8) states that formulation of feasible mitigation measures should not be deferred until some future date. The Court of Appeal in *San Joaquin Raptor Rescue Center* v. *County* of *Merced* (2007) 149 Cal.App.4th 645 struck down mitigation measures which required formulating management plans developed in consultation with State and Federal wildlife agencies after Project approval. Courts have also repeatedly not supported conclusions that impacts are mitigable when essential studies, and therefore impact assessments, are incomplete *(Sundstrom* v. *County* of *Mendocino* (1988) 202 Cal. App. 3d. 296; *Gentry* v. *City* of *Murrieta (1995)* 36 Cal. App. 4th 1359; *Endangered Habitat League, Inc.* v. *County* of *Orange* (2005) 131 Cal. App. 4th 777).

CDFW recommends that the DEIR specify mitigation that is roughly proportional to the level of impacts, in accordance with the provisions of CEQA (CEQA Guidelines, §§ 15126.4(a)(4)(B), 15064, 15065, and 16355). The mitigation should provide long-term conservation value for the suite of species and habitat being impacted by the Project. Furthermore, in order for mitigation measures to be effective, they need to be specific, enforceable, and feasible actions that will improve environmental conditions.

5. *Habitat Revegetation/Restoration Plans*: Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings and planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

   CDFW recommends that local onsite propagules from the Project area and nearby vicinity be collected and used for restoration purposes. Onsite seed collection should be initiated in advance of project impacts in order to accumulate sufficient propagule material for subsequent use in future years. Onsite vegetation mapping at the

alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various project components as appropriate.

Restoration objectives should include protecting special habitat elements or re-creating them in areas affected by the Project; examples could include retention of woody material, logs, snags, rocks, and brush piles.

6. *Nesting Birds and Migratory Bird Treaty Act:* Please note that it is the Project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Fish and Game Code sections 3503, 3503.5, and 3513 afford protective measures as follows: Fish and Game Code section 3503 makes it unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by Fish and Game Code or any regulation made pursuant thereto. Fish and Game Code section 3503.5 makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by Fish and Game Code or any regulation adopted pursuant thereto. Fish and Game Code section 3513 makes it unlawful to take or possess any migratory nongame bird except as provided by the rules and regulations adopted by the Secretary of the Interior under provisions of the Migratory Bird Treaty Act of 1918, as amended (16 U.S.C. § 703 et seq.).

   CDFW recommends that the DEIR include the results of avian surveys, as well as specific avoidance and minimization measures to ensure that impacts to nesting birds do not occur. Project-specific avoidance and minimization measures may include, but not be limited to: project phasing and timing, monitoring of project-related noise (where applicable), sound walls, and buffers, where appropriate. The DEIR should also include specific avoidance and minimization measures that will be implemented should a nest be located within the project site. If pre-construction surveys are proposed in the DEIR, the CDFW recommends that they be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner.

7. *Moving out of Harm's Way:* To avoid direct mortality to any non-listed terrestrial wildlife, CDFW recommends that the lead agency condition the DEIR to require that a CDFW-approved qualified biologist be retained to be onsite prior to and during all ground- and habitat-disturbing activities to inspect the Project area prior to any Project activities. Any individuals found shall not be harassed and shall be allowed to leave the Project area unharmed. If needed, a qualified biologist may guide, handle, or capture an individual non-listed, non-special-status wildlife species to move it to a nearby safe location within nearby refugium, or it shall be allowed to leave the

Project site of its own volition. Capture methods may include hand, dip net, lizard lasso, snake tongs and snake hook. If the wildlife species is discovered or is caught in any pits, ditches, or other types of excavations, the qualified biologist shall release it into the most suitable habitat near the site of capture. Movement of wildlife out of harm's way should be limited to only those individuals that would otherwise by injured or killed, and individuals should be moved only as far a necessary to ensure their safety (i.e., CDFW does not recommend relocation to other areas). Only biologists with appropriate authorization by CDFW shall move CESA-listed or other special-status species. Furthermore, it should be noted that the temporary relocation of onsite wildlife does not constitute effective mitigation for the purposes of offsetting Project impacts associated with habitat loss.

8. *Translocation of Species*: CDFW generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species as studies have shown that these efforts are experimental in nature and largely unsuccessful.

California Endangered Species Act

CDFW is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to CESA. CDFW recommends that a CESA Incidental Take Permit (ITP) be obtained if the Project has the potential to result in "take" (California Fish and Game Code Section 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") of State-listed CESA species, either through construction or over the life of the project; unless this Project is proposed to be a covered activity under the CVMSHCP. It is the policy of CESA to conserve, protect, enhance, and restore State-listed CESA species and their habitats.

CDFW encourages early consultation, as significant modification to the proposed Project and avoidance, minimization, and mitigation measures may be necessary to obtain a CESA ITP. CDFW must comply with CEQA for issuance of a CESA ITP. CDFW therefore recommends that the DEIR addresses all Project impacts to listed species and specify a mitigation monitoring and reporting program that will meet the requirements of CESA.

Coachella Valley Multiple Species Habitat Conservation Plan

Within the Inland Deserts Region, CDFW issued Natural Community Conservation Plan Approval and Take Authorization for the CVMSHCP per Section 2800, *et seq*., of the California Fish and Game Code on September 9, 2008. The CVMSHCP establishes a multiple species conservation program to minimize and mitigate habitat loss and provides for the incidental take of Covered Species and/or their habitats in association with activities covered under the permit. Covered Species including Peninsular bighorn

sheep (*Ovis canadensis nelsoni*), California black rail (*Laterallus jamaicensis coturniculus*), and Yuma clapper rail (*Rallus longirostris yumanensis*) are fully protected as defined under Sections 3511 and 4700 of the California Fish and Game Code, and the CVMSHCP does not authorize the incidental take of these species. CVMSHCP Covered Activities must avoid actions that will result in violations of the fully protected species provisions. Similarly, the CVMSHCP does not authorize the Take of nests and eggs of birds as prohibited by Fish and Game Code section 3503 or the Take of any individuals, nests, or eggs of burrowing owl (and other birds of prey) per Fish and Game Code section 3503.5; therefore, avoidance measures will have to be undertaken for all projects that have nesting birds and burrowing owls (or other birds of prey) present to ensure compliance with Fish and Game Code sections 3503 and 3503.5.

Compliance with approved habitat plans, such as the CVMSHCP, is discussed in CEQA. Specifically, Section 15125(d) of the CEQA Guidelines requires that the CEQA document discuss any inconsistencies between a proposed Project and applicable general plans and regional plans, including habitat conservation plans and natural community conservation plans. An assessment of the impacts to the CVMSHCP as a result of this Project is necessary to address CEQA requirements. To obtain additional information regarding the CVMSHCP please go to: http://www.cvmshcp.org/.

The proposed Project occurs within the CVMSHCP area and is subject to the provisions and policies of the CVMSHCP. In order to be considered a covered activity, Permittees should demonstrate that proposed actions are consistent with the CVMSHCP Plan Permits (CDFW's Natural Community Conservation Plan Permit and the U.S. Fish and Wildlife's Section 10(a)(1)(B) Permit)), the CVMSHCP, and its associated Implementing Agreement.

Regardless of whether take of threatened and/or endangered species is obtained through the CVMSHCP or through a CESA ITP, the DEIR needs to address how the proposed Project will affect the conservation objectives of the CVMSHCP. Therefore, all surveys required by the CVMSHCP to determine consistency should be conducted and results included in the DEIR so that CDFW can adequately assess whether the Project will impact the CVMSHCP.

Lake and Streambed Alteration Program

Based on review of aerial photography, at least 2 culverts exist along the southern boundary of the Project area that appear to convey stormflows from the Project site under the I-10, and drainage canals may also be present in the Project area. Depending on how the Project is designed and constructed, the Project applicant may need to notify CDFW per Fish and Game Code section 1602. Fish and Game Code section 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: Substantially divert or obstruct the natural flow of any river, stream or lake; Substantially change or use any material from the bed, channel or bank

of any river, stream, or lake; or Deposit debris, waste or other materials that could pass into any river, stream or lake. Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year-round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow.

Upon receipt of a complete notification, CDFW determines if the proposed Project activities may substantially adversely affect existing fish and wildlife resources and whether a Lake and Streambed Alteration (LSA) Agreement is required. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify your Project that would eliminate or reduce harmful impacts to fish and wildlife resources.

CDFW's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if necessary, the DEIR should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with CDFW is recommended, since modification of the proposed Project may be required to avoid or reduce impacts to fish and wildlife resources. To submit a Lake or Streambed Alteration notification package, please go to https://wildlife.ca.gov/Conservation/Environmental-Review/EPIMS.

ADDITIONAL COMMENTS AND RECOMMENDATIONS

Landscaping

To ameliorate the water demands of this Project, CDFW recommends incorporation of water-wise concepts in any Project landscape design plans. In particular, CDFW recommends xeriscaping with locally native California species and installing water-efficient and targeted irrigation systems (such as drip irrigation). Native plants support butterflies, birds, reptiles, amphibians, small mammals, bees, and other pollinators that evolved with those plants, more information on native plants suitable for the Project location and nearby nurseries is available at CALSCAPE: https://calscape.org/. Local water agencies/districts and resource conservation districts in your area may be able to provide information on plant nurseries that carry locally native species, and some facilities display drought-tolerant locally native species demonstration gardens. Information on drought-tolerant landscaping and water-efficient irrigation systems is available on California's Save our Water website: https://saveourwater.com/. CDFW also recommends that the DEIR include recommendations regarding landscaping from Section 4.0 of the CVMSHCP "Table 4-112: Coachella Valley Native Plants Recommended for Landscaping" (pp. 4-180 to 4-182; https://cvmshcp.org/plan-documents/).

Construction Noise

Project-related construction has the potential to generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project. CDFW recommends that the DEIR include an analysis of impacts to wildlife from Project-related construction noise, and appropriate avoidance, minimization, and mitigation measures that will reduce impacts to less than significant.

Construction may result in substantial noise through road use, equipment, and other Project-related activities. This may adversely affect wildlife species in several ways as wildlife responses to noise can occur at exposure levels of only 55 to 60 dB[3]. Anthropogenic noise can disrupt the communication of many wildlife species including frogs, birds, and bats[4,5,6,7]. Noise can also affect predator-prey relationships as many nocturnal animals such as bats and owls primarily use auditory cures (i.e., hearing) to hunt. Additionally, many prey species increase their vigilance behavior when exposed to noise because they need to rely more on visual detection of predators when auditory cues may be masked by noise[8,9]. Noise has also been shown to reduce the density of nesting birds[10] and cause increased stress that results in decreased immune responses[11]. The City of Indio should include measures in the DEIR to ensure the following: restricting the use of equipment to hours least likely to disrupt wildlife (e.g., not at night or in early morning); restricting the use of generators except for temporary use in emergencies; provide power to sites by solar PV (photovoltaic) systems, cogeneration systems (natural gas generator), small micro-hydroelectric systems, or small wind turbine systems; ensure the use of noise suppression devices such as mufflers or enclosure for generators; and sounds generated from any means must be

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[3] Barber, J. R., K. R. Crooks, and K. M. Fristrup. 2009. The costs of chronic noise exposure for terrestrial organisms. Trends in Ecology and Evolution 25:180-189.
[4] Sun, J. W. C., and P. M. Narins. 2005. Anthropogenic sounds differentially affect amphibian call rate. Biological Conservation 121:419–427.
[5] Patricelli, G., and J. J. L. Blickley. 2006. Avian communication in urban noise: causes and consequences of vocal adjustment. Auk 123:639–649.
[6] Gillam, E. H., and G. F. McCracken. 2007. Variability in the echolocation of *Tadarida brasiliensis*: effects of geography and local acoustic environment. Animal Behaviour 74:277–286.
[7] Slabbekoorn, H., and E. A. P. Ripmeester. 2008. Birdsong and anthropogenic noise: Implications and applications for conservation. Molecular Ecology 17:72–83.
[8] Rabin, L. A., R. G. Coss, and D. H. Owings. 2006. The effects of wind turbines on antipredator behavior in California ground squirrels (*Spermophilus beecheyi*). Biological Conservation 131:410–420.
[9] Quinn, J. L., M. J. Whittingham, S. J. Butler, W. Cresswell, J. L. Quinn, M. J. Whittingham, S. J. Butler, W. Cresswell, and W. Noise. 2017. Noise, predation risk compensation and vigilance in the chaffinch Fringilla coelebs. Journal of Avian Biology 37:601–608.
[10] Francis, C. D., C. P. Ortega, and A. Cruz. 2009. Noise pollution changes avian communities and species interactions. Current Biology 19:1415–1419.
[11] Kight, C. R., and J. P. Swaddle. 2011. How and why environmental noise impacts animals: An integrative, mechanistic review. Ecology Letters 14:1052–1061.

below the 55-60 dB range within 50-feet from the source.

Artificial Nighttime Lighting

The Project will introduce new sources of artificial lighting. CDFW recommends that the DEIR include lighting design specifications for all artificial nighttime lighting that will be used by the Project, an analysis of the direct and indirect impacts of artificial nighttime lighting on biological resources, and appropriate avoidance, minimization, and mitigation measures that will reduce impacts to less than significant. The direct and indirect impacts of artificial nighttime lighting on biological resources including migratory birds that fly at night, bats, and other nocturnal and crepuscular wildlife should be analyzed, and appropriate avoidance and minimization measures should be included in the DEIR.

Artificial nighttime lighting often results in light pollution, which has the potential to significantly and adversely affect fish and wildlife. Artificial lighting alters ecological processes including, but not limited to, the temporal niches of species; the repair and recovery of physiological function; the measurement of time through interference with the detection of circadian and lunar and seasonal cycles; the detection of resources and natural enemies; and navigation[12]. Many species use photoperiod cues for communication (e.g., bird song[13]), determining when to begin foraging[14], behavioral thermoregulation[15], and migration[16]. Phototaxis, a phenomenon that results in attraction and movement towards light, can disorient, entrap, and temporarily blind wildlife species that experience it[8]. The City of Indio should include measures in the DEIR to ensure the following: eliminate all nonessential lighting throughout the Project area; avoid or limit the use of artificial light during the hours of dawn and dusk when many wildlife species are most active; lighting for Project activities is fully shielded, cast downward, reduced in intensity to the greatest extent, and does not result in spill over onto other properties or upward into the night sky (see the International Dark-Sky Association standards at http://darksky.org/); the use of LED lighting with a correlated color temperature of 3,000 Kelvins or less; proper disposal of hazardous waste; and recycling of lighting that contains toxic compounds with a qualified recycler.

ENVIRONMENTAL DATA

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[12] Gatson, K. J., Bennie, J., Davies, T., Hopkins, J. 2013. The ecological impacts of nighttime light pollution: a mechanistic appraisal. Biological Reviews, 88.4: 912-927.
[13] Miller, M. W. 2006. Apparent effects of light pollution on singing behavior of American robins. The Condor 108:130–139.
[14] Stone, E. L., G. Jones, and S. Harris. 2009. Street lighting disturbs commuting bats. Current Biology 19:1123–1127.
[15] Beiswenger, R. E. 1977. Diet patterns of aggregative behavior in tadpoles of *Bufo americanus*, in relation to light and temperature. Ecology 58:98–108.
[16] Longcore, T., and C. Rich. 2004. Ecological light pollution - Review. Frontiers in Ecology and the Environment 2:191–198.

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). Information can be submitted online or via completion of the CNDDB field survey form at the following link: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data. The types of information reported to CNDDB can be found at the following link: https://wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.).

CONCLUSION

CDFW appreciates the opportunity to comment on the NOP of a DEIR for The Oasis Project in Indio Project (SCH No. 2024050578) and recommends that the City of Indio address CDFW's comments and concerns in the forthcoming DEIR. Questions regarding this letter or further coordination should be directed to Jacob Skaggs, Senior Environmental Scientist Specialist, at jacob.skaggs@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Kim Freeburn
84F92FFEEFD24C8...

Kim Freeburn
Environmental Program Manager

ec: Heather Brashear, Senior Environmental Scientist (Supervisor), CDFW
Heather.Brashear@wildlife.ca.gov

Office of Planning and Research, State Clearinghouse, Sacramento
state.clearinghouse@opr.ca.gov

From: Kendra Reif <kreif@indio.org>
Sent: Monday, June 17, 2024 12:55 PM
To: Corey Harpole <corey.harpole@BHProperties.com>
Subject: FW: BH Properties Oasis at Indio -Please do not allow Scenario 1 or 2

[EXTERNAL]

External Sender - From: (Kendra Reif <kreif@indio.org>) Learn More
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From: Brandy Pessin <brandylee1@aol.com>
Sent: Thursday, June 13, 2024 6:12 PM
To: Lupe Ramos Amith <lramosamith@indio.org>; Glenn Miller <gmiller@indio.org>; Waymond Fermon <wfermon@indio.org>; Oscar Ortiz <oortiz@indio.org>; Elaine Holmes2 <eholmesinindio@gmail.com>; Bryan Montgomery <bmontgomery@indio.org>; Kevin Snyder <ksnyder@indio.org>; Kendra Reif <kreif@indio.org>
Cc: deborahrun@gmail.com; fmostow@gmail.com; scott.pessin@scshca.com
Subject: BH Properties Oasis at Indio -Please do not allow Scenario 1 or 2

WARNING: External email. Please verify sender before opening attachments or clicking on links.

Dear Indio City Officials and Representatives,

Indio is currently thought of as a vacation destination comprised of welcoming neighborhoods. We are "The City of Festivals." Our city Officials and Representatives are the gatekeepers of development and should not allow Indio to become less than inviting. Indio has a nickname to live up to and developments should enhance Indio neighborhoods and not have people thinking less of any area of Indio, and not want to live here.

Our Indio Representatives have been working to enhance the spirit of Indio and community pride with the new Indio Logo/Branding, Indio Lindo Beautification Program, Downtown Center Stage, Farmers Market, Food Truck Friday's, and Shop Local campaign. Thank you to our Indio Officials and Representatives!

If approved the Oasis at Indio Scenario 1 or Scenario 2 would be the worse thing about our Indio.

I am not anti-development. I am anti-Scenario 1 and anti-Scenario 2 of the BH Properties Oasis at Indio development. https://theoasisatindio.com/

The current plan and zoning is for additional local shopping with 3,407,263.2 sq ft of Commercial Retail (per developer presentation during the Indio Planning Meeting March 27, 2024) on the southwest corner of Monroe and Ave 42. That zoning for Commercial Retail may very well be a reason people have moved into the area you represent, and many residents have moved here because we do not have massive industrial like some areas west have.

With their owning 7 parcels totaling 7,575,084 sq ft per assessor (173.9 acres), BH Properties has the unique opportunity of being able to create an inviting and welcoming community atmosphere on the Ave 42 Corridor not only for residents in the area, all who live in or visit Coachella Valley, but also for travelers on Interstate 10. Instead, BH Properties is requesting to be removed from the Gateway Specific Plan and are in need of zoning changes for both Scenario 1 and Scenario 2 of the Oasis development. They require YOUR active participation for both of those changes.

The BH Properties name choice of Oasis is befitting of a Resort or Multi Use Community others envy, and not a sardine development of 1,327-3,240 cramped and congested apartment rentals that are 4-5 stories tall (it has been said by the developer they need to be that tall to fit all the rental units they want to build), and 2 mega-industrial buildings that total 1,806,000 sq ft (41.46 acres) in a semi truck city with 1,200 trucks a day coming in an out (number of semi's a day per the developer). I feel the development and the ironic naming as "Oasis" is insulting to Indio. The definition of Oasis is "refuge, relief, or pleasant change from what is usual, annoying, difficult." The "Oasis" that BH Properties wants to develop is not only the antithesis of an Oasis, but they want to eliminate over 3,300,000 sq ft of Commercial Retail area that could include storefronts for a variety of locally owned Mom and Pop shops, locally owned franchise businesses, and/or specialty markets. Businesses that also pay taxes and employ Indio residents. The Oasis development would be swapping out potential small business owners for industrial warehouse employees.

Construction jobs will exist for ANY development on that 7,575,084 sq ft property.

Please protect our Indio, "The City of Festivals," and insist BH Properties comes back to the city of Indio with a Scenario 3 that shows respect for the development of Indio as well as current and future residents.

Sincerely,
Brandy Pessin
Sun City Shadow Hills Resident

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL: June 14, 2024

kreif@indio.org; planning@indio.org
Kendra Reif, Principal Planner
Community Development Department
City of Indio
100 Civic Center Mall
Indio, CA 92201

Notice of Preparation of a Draft Environmental Impact Report for the The Oasis at Indio Project (Proposed Project) [SCH#2024050578]

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

CEQA Air Quality Analysis

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

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

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the Proposed Project and all air pollutant sources related to the Proposed Project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material

[1] South Coast AQMD's CEQA Handbook and other resources for preparing air quality analyses can be found at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook.
[2] CalEEMod is available free of charge at: www.caleemod.com.
[3] South Coast AQMD's CEQA regional pollutant emissions significance thresholds can be found at: https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf
[4] South Coast AQMD's guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

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

If the Proposed Project generates diesel emissions from long-term construction or attracts diesel-fueled vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment[5].

Sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants and include schools, daycare centers, nursing homes, elderly care facilities, hospitals, and residential dwelling units. The Proposed Project will include, among others, 3,240 dwell units and is located in close proximity to I-10 freeways, and to facilitate the purpose of an EIR as an informational document, it is recommended that the Lead Agency perform a mobile source health risk assessment[5] to disclose the potential health risks[6].

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

The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*[7] is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process with additional guidance on strategies to reduce air pollution exposure near high-volume roadways available in CARB's technical advisory[8].

The South Coast AQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*[9] includes suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. It is recommended that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions.

South Coast AQMD staff is concerned about potential public health impacts of siting warehouses within close proximity of sensitive land uses, especially in communities that are already heavily affected by the existing warehouse and truck activities. The South Coast AQMD's Multiple Air Toxics Exposure Study (MATES V), completed in August 2021, concluded that the largest contributor to cancer risk from air pollution is diesel particulate matter (DPM) emissions[10]. According to the MATES V carcinogenic risk

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[5] South Coast AQMD's guidance for performing a mobile source health risk assessment can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis.
[6] *Ibid*.
[7] CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* can be found at: https://www.aqmd.gov/docs/default-source/ceqa/handbook/california-air-resources-board-air-quality-and-land-use-handbook-a-community-health-perspective.pdf.
[8] CARB's technical advisory can be found at: https://ww2.arb.ca.gov/sites/default/files/2017-10/rd_technical_advisory_final.pdf.
[9] South Coast AQMD. 2005. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. Available at: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf.
[10] South Coast AQMD. August 2021. *Multiple Air Toxics Exposure Study in the South Coast Air Basin V*. Available at: http://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v.

interactive map, the area surrounding the Proposed Project has an estimated cancer risk of over 290 in one million[11]. Operation of warehouses generates and attracts heavy-duty diesel-fueled trucks that emit DPM. When the health impacts from the Proposed Project are added to those existing impacts, residents living in the communities surrounding the Proposed Project will possibly face an even greater exposure to air pollution and bear a disproportionate burden of increasing health risks.

Mitigation Measures

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook,[12] South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2022 Air Quality Management Plan,[13] and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy.[14].

Mitigation measures for operational air quality impacts from mobile sources that the Lead Agency should consider in the Draft EIR may include the following:

- Require zero-emissions (ZE) or near-zero emission (NZE) on-road haul trucks such as heavy-duty trucks with natural gas engines that meet the CARB's adopted optional NOx emissions standard at 0.02 grams per brake horsepower-hour (g/bhp-hr), if and when feasible. Given the state's clean truck rules and regulations aiming to accelerate the utilization and market penetration of ZE and NZE trucks such as the Advanced Clean Trucks Rule[15] and the Heavy-Duty Low NOx Omnibus Regulation[16], ZE and NZE trucks will become increasingly more available to use. The Lead Agency should require a phase-in schedule to incentivize the use of these cleaner operating trucks to reduce any significant adverse air quality impacts. South Coast AQMD staff is available to discuss the availability of current and upcoming truck technologies and incentive programs with the Lead Agency. At a minimum, require the use of 2010 model year[17] that meet CARB's 2010 engine emissions standards at 0.01 g/bhp-hr of particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks. Include environmental analyses to evaluate and identify sufficient electricity and supportive infrastructures in the Energy and Utilities and Service Systems Sections in the CEQA document, where appropriate. Include the requirement in applicable bid documents, purchase orders, and contracts. Operators shall maintain records of all trucks associated with project construction to document that each truck used meets these emission standards, and make the records

[11] South Coast AQMD. MATES V Data Visualization Tool. Accessed at: MATES Data Visualization (arcgis.com).
[12] https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook
[13] South Coast AQMD's 2022 Air Quality Management Plan can be found at: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan (Chapter 4 - Control Strategy and Implementation).
[14] Southern California Association of Governments' 2020-2045 RTP/SCS can be found at: https://www.connectsocal.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf.
[15] CARB. June 25, 2020. *Advanced Clean Trucks Rule*. Accessed at: https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks.
[16] CARB has recently passed a variety of new regulations that require new, cleaner heavy-duty truck technology to be sold and used in state. For example, on August 27, 2020, CARB approved the Heavy-Duty Low NOx Omnibus Regulation, which will require all trucks to meet the adopted emission standard of 0.05 g/hp-hr starting with engine model year 2024. Accessed at: https://ww2.arb.ca.gov/rulemaking/2020/hdomnibuslownox.
[17] CARB adopted the statewide Truck and Bus Regulation in 2010. The Regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. More information on the CARB's Truck and Bus Regulation is available at: https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.

available for inspection. The Lead Agency should conduct regular inspections to the maximum extent feasible to ensure compliance.

- Limit the daily number of trucks allowed at the Proposed Project to levels analyzed in the Final CEQA document. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the Proposed Project through CEQA prior to allowing this higher activity level.
- Provide electric vehicle (EV) charging stations or, at a minimum, provide electrical infrastructure and electrical panels should be appropriately sized. Electrical hookups should be provided for truckers to plug in any onboard auxiliary equipment.

Mitigation measures for operational air quality impacts from other area sources that the Lead Agency should consider in the Draft EIR may include the following:

- Maximize use of solar energy by installing solar energy arrays.
- Use light colored paving and roofing materials.
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Use of water-based or low VOC cleaning products that go beyond the requirements of South Coast AQMD Rule 1113.

Design considerations for the Proposed Project that the Lead Agency should consider to further reduce air quality and health risk impacts include the following:

- Clearly mark truck routes with trailblazer signs, so that trucks will not travel next to or near sensitive land uses (e.g., residences, schools, day care centers, etc.).
- Design the Proposed Project such that truck entrances and exits are not facing sensitive receptors and trucks will not travel past sensitive land uses to enter or leave the Proposed Project site.
- Design the Proposed Project such that any check-in point for trucks is inside the Proposed Project site to ensure that there are no trucks queuing outside.
- Design the Proposed Project to ensure that truck traffic inside the Proposed Project site is as far away as feasible from sensitive receptors.
- Restrict overnight truck parking in sensitive land uses by providing overnight truck parking inside the Proposed Project site.

On May 7, 2021, South Coast AQMD's Governing Board adopted Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, and Rule 316 – Fees for Rule 2305. Rules 2305 and 316 are new rules that will reduce regional and local emissions of nitrogen oxides (NOx) and particulate matter (PM), including diesel PM. These emission reductions will reduce public health impacts for communities located near warehouses from mobile sources that are associated with warehouse activities. Also, the emission reductions will help the region attain federal and state ambient air quality standards. Rule 2305 applies to owners and operators of warehouses greater than or equal to 100,000 square feet. Under Rule 2305, operators are subject to an annual WAIRE Points Compliance Obligation that is calculated based on the annual number of truck trips to the warehouse. WAIRE Points can be earned by implementing actions in a prescribed menu in Rule 2305, implementing a site-specific custom plan, or paying a mitigation fee. Warehouse owners are only required to submit limited information reports, but they can opt in to earn Points on behalf of their tenants if they so choose because certain actions to reduce emissions may be better achieved at the warehouse development phase, for instance the installation of solar and charging infrastructure. Rule 316 is a companion fee rule for Rule 2305 to allow South Coast AQMD to recover costs associated with Rule 2305 compliance activities. Since the Proposed Project consists of the development of a potential 1,806,290-square-foot warehouse, the Proposed Project's warehouse owners and operators will be required to comply with Rule 2305 once the warehouse is occupied. Therefore, South Coast AQMD staff recommends that the Lead Agency review South Coast AQMD Rule 2305 to determine the potential WAIRE

Points Compliance Obligation for future operators and explore whether additional project requirements and CEQA mitigation measures can be identified and implemented at the Proposed Project that may help future warehouse operators meet their compliance obligation[18]. South Coast AQMD staff is available to answer questions concerning Rule 2305 implementation and compliance by phone or email at (909) 396-3140 or waire-program@aqmd.gov. For implementation guidance documents and compliance and reporting tools, please visit South Coast AQMD's WAIRE Program webpage[19].

Health Risk Reduction Strategies

Many strategies are available to reduce exposures, including, but are not limited to, building filtration systems with MERV 13 or better, or in some cases, MERV 15 or better is recommended; building design, orientation, location; vegetation barriers or landscaping screening, etc. Enhanced filtration units are capable of reducing exposures. However, enhanced filtration systems have limitations. For example, in a study that South Coast AQMD conducted to investigate filters[20], a cost burden is expected to be within the range of $120 to $240 per year to replace each filter panel. The initial start-up cost could substantially increase if an HVAC system needs to be installed and if standalone filter units are required. Installation costs may vary and include costs for conducting site assessments and obtaining permits and approvals before filters can be installed. Other costs may include filter life monitoring, annual maintenance, and training for conducting maintenance and reporting. In addition, because the filters would not have any effectiveness unless the HVAC system is running, there may be increased energy consumption that the Lead Agency should evaluate in the Draft EIR. It is typically assumed that the filters operate 100 percent of the time while residents are indoors, and the environmental analysis does not generally account for the times when the residents have their windows or doors open or are in common space areas of the project. These filters have no ability to filter out any toxic gases. Furthermore, when used filters are replaced, replacement has the potential to result in emissions from the transportation of used filters at disposal sites and generate solid waste that the Lead Agency should evaluate in the Draft EIR. Therefore, the presumed effectiveness and feasibility of any filtration units should be carefully evaluated in more detail prior to assuming that they will sufficiently alleviate exposures to diesel particulate matter emissions.

South Coast AQMD staff is available to work with the Lead Agency to ensure that air quality, greenhouse gas, and health risk impacts from the Proposed Project are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at swang1@aqmd.gov.

Sincerely,

Sam Wang

Sam Wang
Program Supervisor, CEQA IGR
Planning, Rule Development & Implementation

SW
RVC240514-01
Control Number

[18] South Coast AQMD Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program. Accessed at: http://www.aqmd.gov/docs/default-source/rule-book/reg-xxiii/r2305.pdf.

[19] South Coast AQMD WAIRE Program. Accessed at: http://www.aqmd.gov/waire.

[20] This study evaluated filters rated MERV 13 or better. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/aqmdpilotstudyfinalreport.pdf. Also see 2012 Peer Review Journal article by South Coast AQMD: https://onlinelibrary.wiley.com/doi/10.1111/ina.12013.

From: Vega, Jaqueline <JaVega@RIVCO.ORG>
Sent: Tuesday, June 18, 2024 11:32 AM
To: Kendra Reif <kreif@indio.org>
Subject: The Oasis at Indio Project

WARNING: External email. Please verify sender before opening attachments or clicking on links.

Hello Kendra,

Thank you for transmitting the above referenced project to ALUC for review, please note that the project is located within either zones A, B1, or C of Bermuda Dunes AIA, and review by ALUC is only required if the project proposes a legislative action, such as a change of zone, general plan amendment, or specific plan amendment.

If not, the City staff can conduct ALUC review themselves or volunteer project to ALUC based on complexity of the project.

Should you have any questions, please contact me.

Jackie Vega
Urban Regional Planner II

Riverside County Airport Land Use Commission
4080 Lemon Street, 14th Floor
Riverside, Ca 92501
(951) 955-0982
Javega@RIVCO.ORG
www.rcaluc.org

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County of Riverside California

June 18, 2024

Ms. Kendra Reif
Principal Planner
Community Development Department
City of Indio
100 Civic Center Mall
Indio, CA 92201

SUBJECT: NOP of a DEIR Adopt for the Oasis at Indio Project (aka BH Properties) in Indio, CA

Dear Ms. Reif:

On May 28, 2024, the Imperial Irrigation District received from the City of Indio Community Development Department, the Notice of Preparation of a Draft Environmental Impact Report for the Oasis at Indio Specific Plan, formerly known as BH Properties project. The project proposes the development of a mixed-use community on approximately 186 acres of land located on the southwest corner of Avenue 42 and Monroe Street, in Indio, California (APNs 610-020-001, -010, -012, -013, -021, -034, and -036). The project will be separated by four planning areas with a maximum buildout, depending on the buildout scenario, of between 1,320 and 3,240 dwelling units; 20,000 to 71,600 sq. ft. of commercial space; 1,806,290 sq. ft. for industrial use and a 128-key hotel/motel.

IID has reviewed the project information and in addition to the district letter issued on January 18, 2024 (attached), has the following comments to enhance and expand the IID's original remarks:

1. Based on the preliminary information provided to the IID, to accommodate the power load to service the proposed project will require the site acquisition, design, construction and commissioning of a new substation with two (2) 50 MVA 92/13.2 kV transformer banks in addition to distribution getaways and transmission line extensions. The required substation is currently anticipated to be constructed under a cost-share agreement concept on a per KVA basis, with a high-level cost estimate of $27 Million, based on 2024 IID rates (subject to change without notice, including adjustments in costs of materials, supply and/or labor). As a result the project is not likely solely responsible for the entire cost of the substation, but the plan of service for the project is contingent upon the implementation of the substation and related upgrades, or such portions thereof as are necessary in IID's sole discretion to accommodate new electric service to the project.

2. A larger than the standard 315' by 315' site (final site dimensions will be determined once evaluation is completed), pre-approved by IID, will be required to be dedicated to the district. Final site dimensions will be determined once evaluation is completed. Additional requirements include but are not limited to, the appropriate grading, fencing, permits, zoning change, environmental compliance documentation, landscaping (if required by the City), and all rights of way and easements for the substation, and access rights for both

ingress and egress, as well as for transmission and distribution power line facilities, all of which are required to be provided to IID before starting the substation implementation.

3. The project will be required to contribute to a pro rata share of the cost of the substation and upgrades. The contribution shall be paid pursuant to one or more cost-share agreements and/or reimbursement agreement(s) with one or more joint powers authorities, or such other financial arrangement reasonably acceptable to IID. To the extent that the substation is not constructed through the aforementioned mechanisms, the project may be required to directly facilitate construction of the substation, or such portions thereof as are necessary in IID's sole discretion to accommodate electrical service to the project.

4. The extension of two (2) 92 kV transmission lines with an in and out configuration is also needed to serve the substation from IID's existing 92 kV transmission system in the project vicinity. These extensions are a necessary and required element of the substation to serve electrical demand.

5. The applicant will be required to extend one 11-14 distribution feeders (conduit and cable) from the new substation to the proposed project with a high level cost of $4 Million based on 2024 IID Rates (subject to change without notice, including adjustments in costs of materials, supply an/or labor). This cost is in addition to the cost share for the substation. In addition, the applicant will be required to install the necessary conduit/vault systems following the Permanent Plan of Service as well as distribution getaways conduit systems from the required substation.

6. IID will not begin any engineering studies to provide electrical service to the project until the applicant submits a customer project application (available for download at http://www.iid.com/home/showdocument?id=12923 and detailed loading information, panel sizes, project schedule and estimated in-service date. Applicant shall bear all costs associated with additional facilities deemed necessary to provide electrical service to the project, including but not limited to distribution feeder/backbone extensions, distribution overhead and/or underground line extensions, as well as any other related upgrades and applicable permits, zoning changes, landscaping (if required by the County) and rights-of-way and easements.

7. It is important to note that a transmission-level power flow analysis (the cost of which is to be borne by the applicant) will be required to properly assess the impacts caused by this project once a customer project application and loading calculations are received. This detail information will allow IID to perform an accurate assessment and provide a full report of any potential impacts and mitigation measures. The conditions of service could change as a result of additional studies. The cost of this analysis is $40,000 and can be finalized in approximately twelve (12) to fourteen (14) weeks following payment of the study cost together with the submittal of a completed customer project application for the project.

8. The applicant should be advised that pursuant to IID process, the standard time frame for the implementation of a new substation (engineering, equipment procurement and construction) requires an average of 36 months. As a result, the applicant should adjust the project's in-service dates accordingly.

9. Based upon the above, by a date no later than **June 18, 2025**, the applicant must provide the following documentation to IID: 1) Evidence of issuance of all local authorizations required to initiate construction, 2) Application for the installation of underground infrastructure system and payment of accompanying fees and 3) Application for service and payment of accompanying fees. Absent receipt of such evidence and documentation by the referenced date, a new study will be required including a revised Plan of Service.

10. A Will Serve letter for the project was issued to the applicant on May 13, 2023 (attached).

11. The project proponent will be required to provide and bear all costs associated with acquisition of rights of way, easements, and infrastructure relocations deemed necessary to accommodate street or road improvements imposed by the municipality.

12. When the project goes through the CEQA compliance process, it is important to bear in mind that to address the project impacts to the electrical utility (i.e., the IID electrical grid), considered under the environmental factor "Utilities and Services" of the Environmental Checklist/Intial Study, to determine if the project would require or result in the relocation or construction of new or expanded electric power facilities, the construction or relocation of which could cause significant environmental effects; a circuit study/distribution impact study, facility study, and/or system impact study must be performed.

Should you have any questions, please do not hesitate to contact me at (760) 482-3609 or at dvargas@iid.com. Thank you for the opportunity to comment on this matter.

Respectfully,

Donald Vargas
Compliance Administrator II

Enclosure

Jamie Asbury – General Manager
Mike Pacheco – Manager, Water Dept.
Matthew H Smelser – Manager, Energy Dept.
Paul Rodriguez – Deputy Mgr. Energy Dept.
Guillermo Barraza – Mgr. of Distribution Srvcs. & Maint. Oprtns., Energy Dept.
Geoff Holbrook - General Counsel
Michael P. Kemp – Superintendent General, Fleet Services and Reg. & Environ. Compliance
Laura Cervantes. – Supervisor, Real Estate

IID JANUARY 18, 2024 COMMENT LETTER

IID

www.iid.com

A century of service.

Since 1911

January 18, 2024

Ms. Kendra Reif
Principal Planner
Community Development Department
City of Indio
100 Civic Center Mall
Indio, CA 92201

SUBJECT: The Oasis at Indio Project

Dear Ms. Reif:

On this date, the Imperial Irrigation District received from the City of Indio Community Development Department, a request for agency comments on the the Oasis at Indio project. The applicant, BH Properties, Inc.; proposes a Specific Plan consisting of four Planning Areas totaling 186 acres located south of Avenue 42, west of Monroe Street, north of Interstate 10 and east of Madison Street in Indio, California; for multi-family residential, commercial/retail, and industrial development purposes. The applicant is also proposing a Development Agreement, an Environmental Impact Report, a General Plan Amendment, a Zoning Map Amendment and a Tentative Parcel Map.

IID has reviewed the project information and found that the comments provided in the October 26, 2023 district letter (see attached letter) continue to apply.

Should you have any questions, please do not hesitate to contact me at (760) 482-3609 or at dvargas@iid.com. Thank you for the opportunity to comment on this matter.

Respectfully,

Donald Vargas
Compliance Administrator II

Jamie Asbury – General Manager
Mike Pacheco – Manager, Water Dept.
Matthew H Smelser – Manager, Energy Dept.
Daryl Buckley – Mgr. of Distribution Srvcs. & Maint. Oprtns., Energy Dept.
Geoff Holbrook - General Counsel
Michael P. Kemp – Superintendent General, Fleet Services and Reg. & Environ. Compliance
Laura Cervantes. – Supervisor, Real Estate

IID

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October 26, 2023

Ms. Kendra Reif
Principal Planner
Community Development Department
City of Indio
100 Civic Center Mall
Indio, CA 92201

SUBJECT: NOP of an EIR for The Oasis at Indio Project

Dear Ms. Reif:

On October 3, 2023, the Imperial Irrigation District received from the City of Indio Development Services Department, a request for agency comments on the Notice of Preparation of an Environment Impact Report for the Oasis at Indio project. The applicant, BH Properties, Inc.; proposes to develop a mixed-use (industrial, commercial and residential) community on approximately 186 acres located at the southwest corner of Avenue 42 and Monroe Street in Indio, CA (APNs 610-030-015, -070-052 and -070-053). The EIR will evaluate the potential environmental impacts of two buildout scenarios: Scenario #1 considers 3,240 dwelling units, 20,000 sq. ft. of commercial space and 1,806,290 sq. ft. of industrial use. Scenario #2 contemplates 1,320 dwelling units, 71,600 sq. ft. of commercial space and 1,806,290 sq. ft. of industrial use.

IID has reviewed the project information has the following comments:

1. Based on the preliminary information provided to the IID, the additional power load to service the proposed development will require the acquisition, design, and construction of a new substation with two (2) 28 MVA 92/13.2 kV transformer banks in addition to two (2) new 92kV transmission line extensions to serve the new substation from existing transmission lines running along Avenue 42. A standard 315" by 315" site will be mandatory which should include the appropiate grading, fencing, permits, zoning change, environmental compliance documentation, landscaping (if required by the City), and all rights-of-way and easements for the substation, and access rights for both ingress and egress, as well as for power line facilities.

2. The applicant will be required to extend a minimum of for (4) to five (5) feeders (conduit and cable) from the new substation to the proposed development. In addition, the applicant will be required to install the necessary conduit/vault systems following the Permanent Plan of Service as well as distribution getaways conduit systems from the new substation.

3. Sections related to project description, infrastructure, utilities (electrical) and service systems of the upcoming Draft EIR (pages 7 and 55 of the Initial Study) should include the information in items no. 1 and 2.

4. It is important to note that a detailed feasibility study will be developed once a customer project application and approved plans and loading calculations are received. This detailed information will allow IID to perform an accurate assessment and provide a full report of any potential impacts and mitigation measures. The conditions of service could change as a result of the additional studies. The cost of any additional technical assessment/study shall be borne by the applicant.

5. IID will not begin any engineering studies to provide electrical service to the project until the applicant submits a customer project application (available for download at http://www.iid.com/home/showdocument?id=12923 and detailed loading information, panel sizes, project schedule and estimated in-service date. Applicant shall bear all costs associated with providing electrical service to the project, including but not limited to the construction of the new substation facilities, transmission line extensions, distribution getaways, distribution feeder breakers, feeder backbones and distribution overhead and/or underground line extensions, which, based on current year IID rates, are estimated to be $24 Million (subject to change without notice); as well as the cost of any other related upgrades and applicable permits, zoning changes, landscaping (if required by the City) and rights-of-way and easements.

6. The applicant shall bear the cost of the substation infrastructure to serve the development but may be eligible for reimbursement from a third party user or third party users for a portion of the costs pursuant to existing IID regulations and/or approval by the IID Board of Directors.

7. The applicant should be advised that pursuant to IID process, the standard time frame for the implementation of a new substation (engineering, equipment procurement and construction) requires a minimum of 24 months. As a result, the applicant should adjust the project's in-service dates accordingly. The procurement of the new substation banks will commence upon receipt of the customer project application for the substation bank acquisition including payment for the full cost of the required equipment.

8. Line and feeder extensions to serve the project will be made in accordance with IID Regulations:

   No. 2 (http://www.iid.com/home/showdocument?id=2540),
   No. 13 (http://www.iid.com/home/showdocument?id=2553),
   No. 15 (http://www.iid.com/home/showdocument?id=2555) and
   No. 23 (https://www.iid.com/home/showdocument?id=17897).

9. For additional information regarding electrical service for the project, the applicant should be advised to contact the IID Energy - La Quinta Division Customer Operations, 81-600 Avenue 58 La Quinta, CA 92253, at (760) 398-5841 and speak with the project development planner assigned to the area.

10. It is important to note that IID's policy is to extend its electrical facilities only to those project that have obtained the approval of a city or county planning commission and such other governmental authority or decision-making body having jurisdiction over said developments.

11. The applicant will be required to provide rights of ways and easements for any proposed power line extensions and/or any other infrastructure needed to serve the project as well as the necessary access to allow for continued operation and maintenance of any IID facilities located on adjoining properties.

12. Public utility easements over all private public roads and additional ten (10) feet in width on both side of the private and public roads shall be dedicated to IID for the construction, operation, and maintenance of its electrical infrastructure.

13. Any construction or operation on IID property or within its existing and proposed right of way or easements including but not limited to: surface improvements such as proposed new streets, driveways, parking lots, landscape; and all water, sewer, storm water, or any other above ground or underground utilities; will require an encroachment permit, or encroachment agreement (depending on the circumstances). A copy of the IID encroachment permit application and instructions for its completion are available at https://www.iid.com/about-iid/department-directory/real-estate. The IID Real Estate Section should be contacted at (760) 339-9239 for additional information regarding encroachment permits or agreements.

14. Any new, relocated, modified or reconstructed IID facilities required for and by the project (which can include but is not limited to electrical utility substations, electrical transmission and/or distribution lines, ancillary facilities associated with the conveyance of energy service; the acquisition and dedication of real property, rights of way and/or easements for the siting and construction of electrical utility substations, electrical transmission and/or distribution lines and ancillary facilities associated with the conveyance of energy service, etc.) need to be included as part of the project's California Environmental Quality Act (CEQA) and/or National Environmental Policy Act (NEPA documentation, environmental impact analysis and mitigation. Failure to do so will result in postponement of any construction and/or modification of IID facilities until such time as the environmental documentation is amended and environmental impacts are fully mitigated. **Any mitigation necessary as a result of the construction, relocation and/or upgrade of IID facilities is the responsibility of the project proponent.**

15. Dividing a project into two or more pieces and evaluating each piece in a separate environmental document (Piecemealing or Segmenting), rather than evaluating the whole of the project in one environmental document, is explicitly forbidden by CEQA, because dividing a project into a number of pieces would allow a Lead Agency to minimize the apparent environmental impacts of a project by evaluating individual pieces separately, each of which may have a less-than-significant impact on the environment, but which together may result in a significant impact. Segmenting a project may also hinder developing comprehensive mitigation strategies. In general, if an activity or facility is necessary for the operation of a project, or necessary to achieve the project objectives, or a reasonably foreseeable consequence of approving the project, then it should be considered an integral project component that should be analyzed within the environmental analysis. The project description should include all project components, including those that will have to be approved by responsible agencies. The State CEQA Guidelines define a project under CEQA as "the whole of the action" that may result either directly or indirectly in physical changes to the environment. This broad definition is

intended to provide the maximum protection of the environment. CEQA case law has established general principles on project segmentation for different project types. For a project requiring construction of offsite infrastructure, the offsite infrastructure must be included in the project description. *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App. 4th 713.

16. Applicant should be advised that landscaping can be dangerous if items are planted too close to IID's electrical equipment. In the event of an outage, or equipment failure, it is vital that IID personnel have immediate and safe access to its equipment to make the needed repairs. For public safety, and that of the electrical workers, it is important to adhere to standards that limit landscaping around electrical facilities. IID landscaping guidelines are available at https://www.iid.com/energy/vegetation-management.

Should you have any questions, please do not hesitate to contact me at (760) 482-3609 or at dvargas@iid.com. Thank you for the opportunity to comment on this matter.

Respectfully,

Donald Vargas
Compliance Administrator II

Jamie Asbury – General Manager
Mike Pacheco – Manager, Water Dept.
Matthew H Smelser – Manager, Energy Dept.
Daryl Buckley – Mgr. of Distribution Srvcs. & Maint. Oprtns., Energy Dept.
Geoff Holbrook - General Counsel
Michael P. Kemp – Superintendent General, Fleet Services and Reg. & Environ. Compliance
Laura Cervantes. – Supervisor, Real Estate

IID MAY 13, 2024 WILL SERVE LETTER

May 13, 2024

Michael Schreiber
MSA Consulting, Inc.
34200 Bob Hope Drive,
Rancho Mirage, Ca 92270

Subject: Will Serve Letter Request – BH Properties
Tract No. 31534 - MSA Job #: 2760

Dear Mr. Schreiber:

This letter is in response to your correspondence dated January 25, 2024, requesting a Will Serve letter for your project, BH Properties located on approximately 180 Acres at the SWC of Avenue 42 and Monroe Street, north of I-10 Freeway in the City of Indio.

The Imperial Irrigation District (IID) is willing to extend its electrical facilities to those developments that have obtained the necessary and required approval(s) of the City or County Planning Commission or such other governmental authority having jurisdiction over said developments. For the purpose of this Will Serve letter, the project is as described on Attachment A.

Based on the preliminary information provided to the Imperial Irrigation District (IID), and as a result of the completion of the loading and feasibility study to examine the requirements for serving this project, IID has concluded that it can extend electrical facilities to serve the project under the conditions as set forth herein. A detailed final Feasibility/Facility study will be developed once a Customer Service Proposal (CSP) and final project loading information is received. This information will allow IID to perform an accurate assessment of any potential impacts and required mitigations. Please be advised that the conditions of service may change as a result of the additional studies.

Based on the preliminary, high level analysis conducted by IID, and based upon the information supplied by the developer for your project consisting 180 Acres with a total anticipated load of 53.5 MW. Based on proposed projects needs having Industrial, Commercial and Residential tentative Construction Start Dates in 2nd Quarter of 2025. The tentative In-Service dates for Commercial will be 3RD Quarter of 2026 with and anticipated connected load of 7.4 MW. Consequently, the tentative In-Service dates for Industrial will be 4TH Quarter of 2026 with and anticipated connected load of 28.7 MW and

the tentative In-Service dates for Residential mix use multi-family In-Service Dates to be 3RD Quarter of 2027 with and anticipated connected load of 17.4 MW. The projects total anticipated connected load of 53.5 MW's has included Electric Vehicle Charging Stations as part of load the for all Residential, Commercial and Industrial Projects herein. IID offers the following plan permanent of service.

1. IID can accommodate your power request for the proposed project with the design and construction of a new substation in the area to include (2)-50 MVA 92/13.2 kV substation transformer banks and the addition of (20) new distribution feeders (conduit and cable) out of the new substation to the proposed development. A larger site than standard substation site 315' by 315' will be required. Based on current year 2024, IID rates a high-level cost estimate would be $27 Million that is subject to change without notice. Please keep in mind, new transmission/distribution poles and reconfiguration of lines and new substation vaults and switchgear with backbone line(s) extensions, distribution getaways and distribution feeders, upgrades or any circuit reconfigurations will be required, all of which are at the expense of the Developer. The developer shall bear the cost of the substation infrastructure to serve the project but may be eligible for reimbursement from a third-party user or third-party users for a portion of the costs pursuant to existing IID regulations and/or approval by the IID Board of Directors.

2. A transmission-level power flow analysis was performed for this preliminary assessment with information provided by the Developer. If the project does move forward based on schedule provided, a more detailed transmission study is required to properly assess the impacts caused by this project. The cost of any additional technical assessment shall be borne by the developer.

3. The extension of 2-92 kV transmission lines from IID's existing 92 kV transmission "CW" AND "CI" lines running in proximity of your project with an in and out configuration are also required to serve this new substation. IID will require that additional rights-of-way be provided for the said transmission line corridor, including, but not limited to environmental compliance documentation, and easements. for the transmission line extension.

4. Developer is required to extend up to a minimum of 11-14 feeders (conduit and cable) from the new substation for the total anticipated load of 53.5 MWs. In addition, developer will be required to install the necessary several double conduit/vault systems following the Permanent Plan of Service for the distribution getaways conduit systems from the new substation and

bear all costs associated with the engineering design and construction costs related to the additional facilities deemed necessary including but not limited to additional substation vaults and switchgear for distribution getaways, distribution feeder breakers, backbone line extension and or upgrades/reconfigurations and any civil work deemed necessary to serve their project. This is all pursuant to existing IID regulations and/or approval by the IID Board of Directors.

5. IID will require additional rights-of-way be provided to accommodate the required several double conduit/vault systems from the substation vaults to Avenue 42 Monroe Street and to the East/West side of your project. Final feeder layouts will be completed once final and approved maps are received. Developer is responsible to provide environmental compliance documentation, right of ways and easements to accommodate all new feeders, conduits and vaults systems, al which are the developer's responsibility.

6. Please be advised that pursuant to IID process, the standard time frame for the replacement of a substation transformer (engineering, equipment procurement and construction) requires a minimum of 24-36 months. As a result, Developer should adjust its project in-service dates accordingly. The procurement of the (2)-50 MVA 92/13.2 kV substation transformer banks will commence upon receipt of the Customer Service Proposal for the substation transformer acquisition, including customer payment for the required substation upgrade and equipment deemed necessary.

7. A larger site than the minimum-dimensioned of 315' by 315' substation site/land to that is satisfactory to IID will be required. The substation site proposed dimensions are not taking in consideration any catch basing or any other Storm Water improvement. All setbacks, rights-of-ways, sidewalks, berms, public utility easements, catch basins, etc. are considered off-site improvements, and it is the developer(s) responsibility to include the substation's storm water plans and mitigations as part of the development's overall plan.

8. Underground infrastructure of any additional facilities needed including double conduit/vault systems that includes trenching, conduits, pull boxes, switch boxes and pads should be installed at the Developer's expense following IID approved plans and within the public utility easement (PUE) or a dedicated easement, if applicable. Physical field installation of underground infrastructures should be verified and approved by an IID inspector prior to cable installation as per IID Developer's Guide. Additional requirements may be necessary, such as environmental compliance documentation, and all rights-of-way and easements for the

distribution line extensions and underground infrastructure are at the expense of the developer.

9. Line extensions to serve the development will be made in accordance with IID Regulation No. 15, Regulation No. 2 and Regulation No.13. The final cost will be determined once the developer/builder submits a Customer Service Proposal application and final design is completed.

10. Any construction or operation on IID property or within its existing and proposed right of way or easements including but not limited to: surface improvements such as proposed new streets, driveways, parking lots, landscape; and all water, sewer, storm water, or any other above ground or underground utilities; will require an encroachment permit, or encroachment agreement (depending on the circumstances). The IID Real Estate Section should be contacted at (760) 339-9239 for additional information regarding encroachment permits or agreements.

11. Any new, relocated, modified or reconstructed IID facilities required for and by the project (which can include but is not limited to electrical utility substations, electrical transmission and distribution lines, etc.) need to be included as part of the project's California Environmental Quality Act and/or National Energy Policy Act documentation, environmental impact analysis and mitigation. Failure to do so will result in postponement of any construction and/or modification of IID facilities until the environmental documentation is amended and environmental impacts are fully mitigated. Any and all mitigation necessary as a result of the construction, relocation and/or upgrade of IID facilities is the responsibility of the project proponent.

Please take note that, due to circumstances unknown to IID and unforeseen development, other projects could impact existing resources, which may affect IID's ability to serve this load if the project does not move forward to completion in a timely manner.

It is important to note as well, upon stating your application *CSP* process with IID it is recommended to contact the Distribution Interconnection Unit at 760-482-3673 or by email at solar@iid.com for more information on interconnection requirements and/or application submittal of customer-owned renewable energy generation. Please be advised that a system impact study is required for interconnections of customer-owned renewable energy generation greater than 10KW. A study fee will be incurred and additional infrastructure upgrades may apply.

Based upon the above, by a date no later than May 13, 2025, you must provide the following documentation to IID: 1) Evidence of issuance of all local authorizations required to initiate construction, 2) Application for the installation of underground infrastructure system and payment of accompanying fees and 3) Application for service and payment of accompanying fees. Absent receipt of such evidence and documentation by the referenced date, a new study will be required including a revised Plan of Service.

If you have any questions, please contact Jose Gerardo at (760)398-5823 or Marco Bautista at (760)398-5826. We look forward to working closely with you to facilitate the success of your project.

Sincerely,

Marco Bautista
Superintendent,
Customer Development Services

cc: Guillermo Barraza, Superintendent, Distribution System Planning and Engineering
Jose Gerardo, Supervisor, Distribution
Donald Vargas, Compliance Administrator

ATTACHMENT A

MSA CONSULTING, INC.
> PLANNING > CIVIL ENGINEERING > LANDSCAPE

January 25, 2024

Jose L. Gerardo
Imperial Irrigation District
jlgerardo@IID.com
81-600 Ave 58
La Quinta, CA 92253

Subject: Will Serve Letter Request – BH Properties
MSA Job #: 2760
Tract No. 31534

Dear Mr. Gerardo:

This correspondence serves as a request for a Will Serve Letter for a mixed-family/retail and commercial project located in the City of Indio. The project site is south of Avenue 42 and west of Monroe Street, north of the I-10 Freeway, consisting of 180 acres.

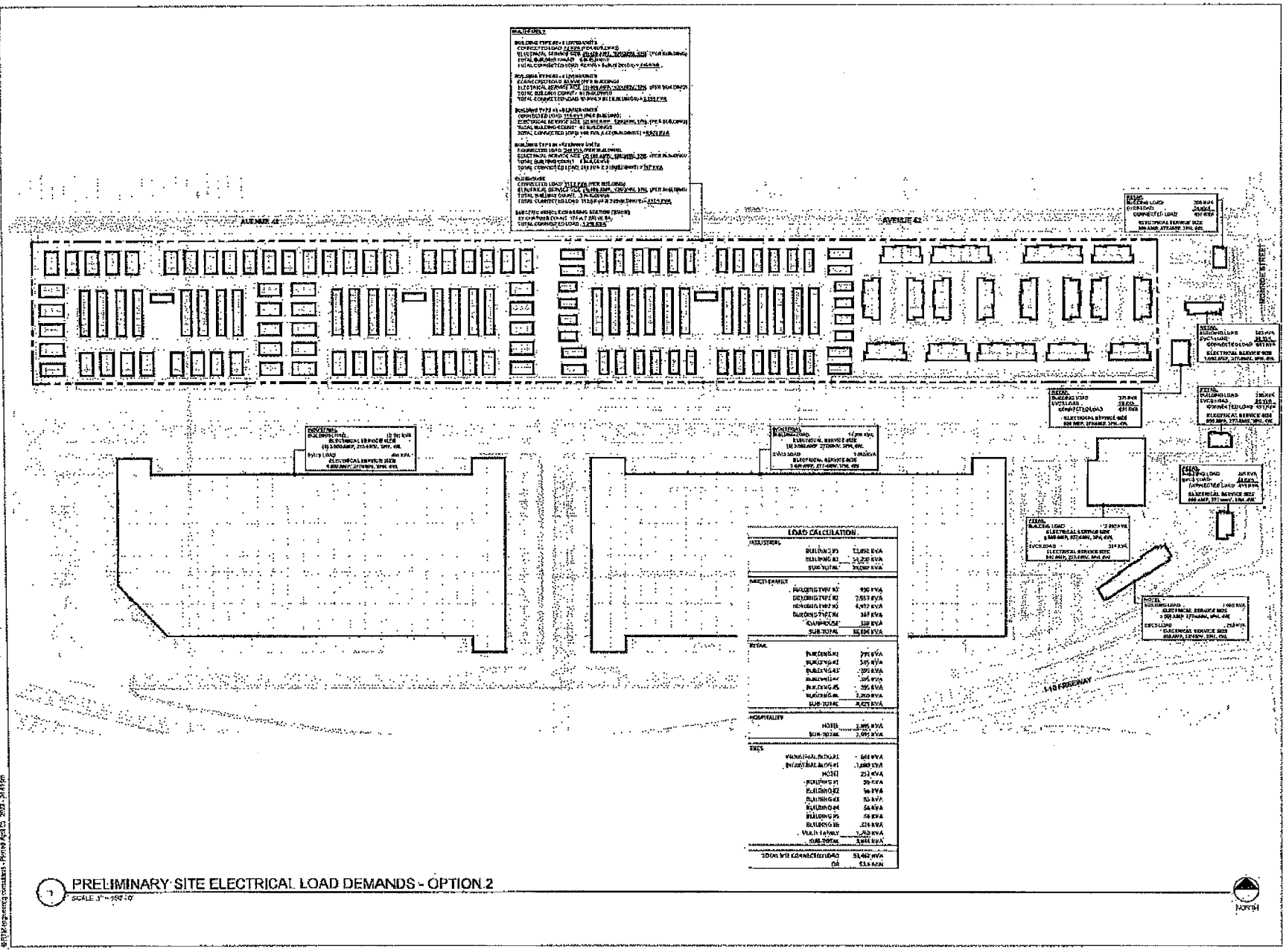
Proposed for the project are industrial, multi-family, retail, hospitality, and EV chargers for all. Consistent with the Electrical Site Plan Option 2, as prepared by RTM Engineering Consultants, please see the following load demand breakdown (EV included) with tentative construction timelines:

Residential: Q2 2025 – Q3 2027. Total Demand = **17.4MW**
Commercial: Q2 2025 – Q3 2026. Total Demand = **7.4MW**
Industrial: Q2 2025 – Q4 2026. Total Demand = **28.7 MW**

Please address the Will Serve Letter to Michael Schreiber at MSA Consulting, Inc. If you have any questions, please feel free to contact us at mschreiber@msaconsultinginc.com. I appreciate your help in this matter.

Thank you,

Michael Schreiber
Utility Manager



PRELIMINARY SITE ELECTRICAL LOAD DEMANDS - OPTION 2

SCALE: 1" = 200'-0"

rtm engineering consultants

CLIENT
BH PROPERTIES
11111 SANTA MONICA BLVD, SUITE 600
LOS ANGELES, CA.

PROJECT
INDIO 180 ACRES
SITE DEVELOPMENT
TRACT MAP NO. 31534

ISSUANCE

REVISIONS

#	DATE	DESCRIPTION

DATE: 04.05.2023
PROJECT NUMBER: 23.BHPR.001

DRAWN BY	CHECKED BY
RR	VL

SHEET TITLE:
ELECTRICAL SITE PLAN OPTION 2

SHEET NO.
E2.0

File Path & Name, P:\2023\PROJECTS\23.BHPR.001 - INDIO 180\DESIGN\DRAWINGS\01 CONCEPTS\E2.0 - ELECTRICAL SITE PLAN OPTION 2.dwg
©RTM engineering consultants - Printed April 13, 2023 - 2:14:49pm

From: Barbara Shore <bshore1403@gmail.com>
Sent: Monday, June 24, 2024 7:52 PM
To: Kendra Reif <kreif@indio.org>
Subject: Oasis Project Concerns

WARNING: External email. Please verify sender before opening attachments or clicking on links.

Kendra Reif, Chief Planner
City of Indio Planning Department
100 Civic Center Mall
Indio, CA 92201

Re: May 24, 2024 Notice of Preparation, Oasis at Indio
Request for Notice of all documents and meeting relating to OASIS at Indio

Dear Ms. Reif,

I am a resident of Sun City Shadow Hills located in the City of Indio.

I have reviewed the information related to the Oasis at Indio. I am concerned about the project for several reasons: aesthetics, noise, utilities and service systems, greenhouse gas emissions, land use and planning, population and housing, wildfire, air quality, public services and recreation. The size of the Oasis Project will overwhelm North Indio, changing the place I moved to for its scale and natural beauty. I believe that each of these areas will have a substantial impact, as that term is used in California Environmental Quality Act, on the environment, my family, me and all residents of North and Northwest Indio.

Please provide me with NOTICE of all future matters related to Oasis at Indio, any public hearing in connection with the Project and all notices prepared for the Project pursuant to the California Environmental Quality Act ("CEQA"). I am also disappointed that I did not receive notice of the Scoping Meeting held last fall or the more recent "Community Meeting." I believe this project is of such size and scope and will have a substantial impact on my community, that notice required under CEQA and "Community Meetings" should be sent to all residents of North and Northwest Indio. I appreciate your careful consideration of my concerns and those of my neighbors.

Sincerely,

Barbara Shore
39837 Camino Michanito
Indio CA 92203
Email: bshore398@gmail.com

Name: Don Smith

Address: 81628 Avenida Alturas
Indio CA 92203

Email (if you want notice by email): donsmithcalifornia@gmail.com

Date: June 24, 2024

Kendra Reif
Chief Planner
City of Indio
Planning Department
100 Civic Center Mall
Indio, CA 92201
kreif@Indio.org

Re: May 24, 2024 Notice of Preparation, Oasis at Indio

Dear Ms. Reif,

I am a resident of Sun City Shadows Hill (SCSH), a 55+ Community located in the City of Indio. I am writing with regard to the May 24, 2024 Notice of Preparation for the Oasis at Indio Project.

I have had an opportunity to review information related to Oasis at Indio. I am concerned about the Oasis project for several reasons: aesthetics, noise, utilities and service systems, greenhouse gas emissions, land use and planning, population and housing, wildfire, air quality, public services and recreation. The size of the Oasis Project will overwhelm North Indio, changing the place I moved to for its scale and natural beauty. I believe that each of these areas will have a substantial impact, as that term is used in California Environmental Quality Act, on the environment, my family and me and all residents of North and Northwest Indio.

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Sincerely,



From: Gordon Smith <gordongenesmith@gmail.com>
Sent: Monday, June 24, 2024 2:59 PM
To: Kendra Reif <kreif@indio.org>
Subject: May 24, 2024 Notice of Preparation, Oasis at Indio

WARNING: External email. Please verify sender before opening attachments or clicking on links.

Kendra Reif
Chief Planner
City of Indio
Planning Department 100 Civic Center Mall, Indio, CA 92201

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Sincerely,

Gordon and Debora Smith

gordongenesmith@gmail.com

Name: Joe Johnson

Address: 80381 Avenida Santa Belinda
Indio CA 92203

Email (if you want notice by email): mandj1@proton.me

Date: 6/24/24

Kendra Reif
Chief Planner
City of Indio
Planning Department
100 Civic Center Mall
Indio, CA 92201
kreif@Indio.org

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Sincerely,

_____

Name: Nick Potenza

Address: 81650 Camino el Triunfo
Indio CA 92203

Email (if you want notice by email): nickmissionlandscape@gmail.com

Date: 6/24/24

Kendra Reif
Chief Planner
City of Indio
Planning Department
100 Civic Center Mall
Indio, CA 92201
kreif@Indio.org

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Sincerely,

_____

P: (626) 314-3821
F: (626) 389-5414
E: info@mitchtsailaw.com

Mitchell M. Tsai
Law Firm

139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

June 24, 2024

Kendra Reif
Principal Planner
Community Development Department
City of Indio
100 Civic Center Mall
Indio, CA 92201

RE: City of Indio's Oasis at Indio Project – Notice of Preparation of Draft Environmental Impact Report

Dear Kendra Reif,

On behalf of the Western States Regional Council of Carpenters ("**Western Carpenters**" or "**WSRCC**"), our firm is submitting these comments for the City of Indio's ("**City**") for the Oasis at Indio Project's ("**Project**") Notice of Preparation of a Draft Environmental Impact Report ("**NOP**").

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

The Project proposes the development of a mixed-use community on approximately 186 acres of vacant land south of Avenue 42, west of Monroe Street, and north of the Interstate 10 freeway. The mixed-use project will consist of residential, commercial, and industrial uses separated into four planning areas. The EIR is anticipated to evaluate potential environmental impacts with the development of two buildout scenarios: (1) Maximum Buildout Scenario (MBS), which assumes buildout of the project resulting in 3,240 dwelling units, 20,000 square feet of retail commercial uses, and 1,806,290 square feet of industrial development; and (2) Scenario #2, which assumes lesser buildout than the MBS but within the maximum intensities permitted. Scenario #2 would result in 1,320 dwelling units, 71,600 square feet of retail commercial uses, a 128 key hotel/motel, and 1,806,290 square feet of industrial uses.

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

The Western Carpenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearing and proceeding related to this Project. Gov. Code, § 65009, subd. (b); Pub. Res. Code, § 21177, subd. (a); see *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal.App.4th 1184, 1199-1203; see also *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal.App.4th 1109, 1121.

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

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

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

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

Community benefits such as local hire can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire

provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project site can reduce the length of vendor trips, reduce greenhouse gas emissions, and provide localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

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

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

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

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

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

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[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.

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.[3]

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

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

Recently, the State of California verified its commitment towards workforce development through the Affordable Housing and High Road Jobs Act of 2022, otherwise known as Assembly Bill No. 2011 ("**AB2011**"). AB2011 amended the

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[3] California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* https://cproundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf

[4] 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.

Planning and Zoning Law to allow ministerial, by-right approval for projects being built alongside commercial corridors that meet affordability and labor requirements.

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

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

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

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

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

Construction Site Design:

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.

[5] 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.

- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening area. Please reference the Apex temperature screening site map for additional details.
- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

Testing Procedures:

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.
- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]
- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody

gaining entry to the project site such as returning personnel, deliveries, and visitors.

- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.
- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be allowed to enter the Project Site. DHS will also instruct the individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A.

Planning

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

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 City should require that all

[6] *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.

construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

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

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

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

Sincerely,

Mitchell M. Tsai
Attorneys for Western States Regional Council of Carpenters

Attached:

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

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

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

[7] For details concerning Western Carpenters's ICRA training program, *see* https://icrahealthcare.com/.

EXHIBIT A

SWAPE Technical Consultation, Data Analysis and Litigation Support for the Environment

2656 29th Street, Suite 201
Santa Monica, CA 90405

Matt Hagemann, P.G, C.Hg.
(949) 887-9013
mhagemann@swape.com

Paul E. Rosenfeld, PhD
(310) 795-2335
prosenfeld@swape.com

March 8, 2021

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

Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

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

Worker Trips and Greenhouse Gas Calculations

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

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

[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

[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**

[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.

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.

[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.

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.

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
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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**

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	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

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

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

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

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

2.1 Overall Construction

Mitigated Construction

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

	ROG	NOx	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**	1.4103	1.4103
2	**12-1-2021**	**2-28-2022**	1.3613	1.3613
3	**3-1-2022**	**5-31-2022**	1.1985	1.1985
4	**6-1-2022**	**8-31-2022**	1.1921	1.1921
5	**9-1-2022**	**11-30-2022**	1.1918	1.1918
6	**12-1-2022**	**2-28-2023**	1.0774	1.0774
7	**3-1-2023**	**5-31-2023**	1.0320	1.0320
8	**6-1-2023**	**8-31-2023**	1.0260	1.0260

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

2.2 Overall Operational

Unmitigated Operational

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

2.2 Overall Operational

Mitigated Operational

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

	ROG	NOx	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	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
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	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
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**	**19.6816**	**19.6816**	**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	51.3600
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**	**51.3600**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.7000e-004	7.5000e-004	8.5100e-003	2.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.5000e-004	2.0000e-005	6.7000e-004	0.0000	2.2251	2.2251	7.0000e-005	0.0000	2.2267
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**	**19.6816**	**19.6816**	**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	33.7061
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	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	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.5 Building Construction - 2022

Mitigated Construction Off-Site

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

3.5 Building Construction - 2023

Unmitigated Construction On-Site

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

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.5 Building Construction - 2023

Mitigated Construction Off-Site

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

3.6 Paving - 2023

Unmitigated Construction On-Site

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

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	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

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	1.4706
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**	**1.4706**

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	1.4706
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**	**1.4706**

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	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

	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	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
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	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	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

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

5.3 Energy by Land Use - Electricity

Unmitigated

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

5.3 Energy by Land Use - Electricity

Mitigated

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

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	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

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

7.0 Water Detail

7.1 Mitigation Measures Water

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

7.2 Water by Land Use

Unmitigated

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

7.2 Water by Land Use

Mitigated

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

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	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**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	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**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	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

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

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

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

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

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	6,234.7974	6,234.7974	1.9495	0.0000	6,283.5352
2022	5.3304	38.8967	49.5629	0.1517	9.8688	1.6366	10.7727	3.6558	1.5057	5.1615	0.0000	15,251.5674	15,251.5674	1.9503	0.0000	15,278.5288
2023	4.8957	26.3317	46.7567	0.1472	9.8688	0.7794	10.6482	2.6381	0.7322	3.3702	0.0000	14,807.5269	14,807.5269	1.0250	0.0000	14,833.1520
2024	237.1630	9.5575	15.1043	0.0244	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,361.3989	2,361.3989	0.7177	0.0000	2,379.3421
Maximum	**237.1630**	**46.4588**	**49.5629**	**0.1517**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**15,251.5674**	**15,251.5674**	**1.9503**	**0.0000**	**15,278.5288**

	ROG	NOx	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	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	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
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**	**77,025.8786**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	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
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**	**77,025.8786**

	ROG	NOx	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

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

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

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

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

3.2 Demolition - 2021

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**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	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0643	0.0442	0.6042	1.7100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		170.8155	170.8155	5.0300e-003		170.9413
Total	**0.1916**	**4.1394**	**1.5644**	**0.0136**	**0.4346**	**0.0139**	**0.4485**	**0.1176**	**0.0133**	**0.1309**		**1,463.0568**	**1,463.0568**	**0.0927**		**1,465.3750**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**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	0.0772	0.0530	0.7250	2.0600e-003	0.2012	1.6300e-003	0.2028	0.0534	1.5000e-003	0.0549		204.9786	204.9786	6.0400e-003		205.1296
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**		**205.1296**

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

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

3.4 Grading - 2021

Unmitigated Construction On-Site

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

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	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

3.4 Grading - 2021

Mitigated Construction Off-Site

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

3.4 Grading - 2022

Unmitigated Construction On-Site

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

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	0.0803	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	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

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	0.0803	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	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.6857	8,800.6857	0.2429		8,806.7582
Total	**3.6242**	**15.3350**	**33.1995**	**0.1247**	**9.8688**	**0.0949**	**9.9637**	**2.6381**	**0.0883**	**2.7263**		**12,697.2339**	**12,697.2339**	**0.4665**		**12,708.8966**

Mitigated Construction On-Site

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

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	3.2162	2.1318	29.7654	0.0883	8.9533	0.0701	9.0234	2.3745	0.0646	2.4390		8,800.6857	8,800.6857	0.2429		8,806.7582
Total	**3.6242**	**15.3350**	**33.1995**	**0.1247**	**9.8688**	**0.0949**	**9.9637**	**2.6381**	**0.0883**	**2.7263**		**12,697.2339**	**12,697.2339**	**0.4665**		**12,708.8966**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

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

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		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.4408	8,478.4408	0.2190		8,483.9160
Total	**3.3229**	**11.9468**	**30.5127**	**0.1203**	**9.8688**	**0.0797**	**9.9485**	**2.6381**	**0.0738**	**2.7118**		**12,252.3170**	**12,252.3170**	**0.4172**		**12,262.7460**

Mitigated Construction On-Site

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

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		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	3.0203	1.9287	27.4113	0.0851	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		8,478.4408	8,478.4408	0.2190		8,483.9160
Total	**3.3229**	**11.9468**	**30.5127**	**0.1203**	**9.8688**	**0.0797**	**9.9485**	**2.6381**	**0.0738**	**2.7118**		**12,252.3170**	**12,252.3170**	**0.4172**		**12,262.7460**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
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	0.0566	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	2,207.5841	2,207.5841	0.7140		2,225.4336
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**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

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		2,207.5472	2,207.5472	0.7140		2,225.3963
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**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

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	2,207.5472	2,207.5472	0.7140		2,225.3963
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**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

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		1,641.0852	1,641.0852	0.0401		1,642.0886
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.0852**	**1,641.0852**	**0.0401**		**1,642.0886**

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					
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		1,641.0852	1,641.0852	0.0401		1,642.0886
Total	**0.5707**	**0.3513**	**5.1044**	**0.0165**	**1.7884**	**0.0134**	**1.8018**	**0.4743**	**0.0123**	**0.4866**		**1,641.0852**	**1,641.0852**	**0.0401**		**1,642.0886**

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	114.8495	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	114.8495	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	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
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	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

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	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
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	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
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	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

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

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

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

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

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	6,221.4937	6,221.4937	1.9491	0.0000	6,270.2214
2022	5.7218	38.9024	47.3319	0.1455	9.8688	1.6366	10.7736	3.6558	1.5057	5.1615	0.0000	14,630.3099	14,630.3099	1.9499	0.0000	14,657.2663
2023	5.2705	26.4914	44.5936	0.1413	9.8688	0.7800	10.6488	2.6381	0.7328	3.3708	0.0000	14,210.3424	14,210.3424	1.0230	0.0000	14,235.9160
2024	237.2328	9.5610	15.0611	0.0243	1.7884	0.4698	1.8628	0.4743	0.4322	0.5476	0.0000	2,352.4178	2,352.4178	0.7175	0.0000	2,370.3550
Maximum	**237.2328**	**46.4651**	**47.3319**	**0.1455**	**18.2675**	**2.0461**	**20.3135**	**9.9840**	**1.8824**	**11.8664**	**0.0000**	**14,630.3099**	**14,630.3099**	**1.9499**	**0.0000**	**14,657.2663**

	ROG	NOx	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	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
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	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
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	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

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	458.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

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

3.2 Demolition - 2021

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**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		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0715	0.0489	0.5524	1.6100e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2500e-003	0.0457		160.8377	160.8377	4.7300e-003		160.9560
Total	**0.2019**	**4.1943**	**1.5706**	**0.0133**	**0.4346**	**0.0141**	**0.4487**	**0.1176**	**0.0135**	**0.1311**		**1,430.6932**	**1,430.6932**	**0.0955**		**1,433.0812**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**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	0.0858	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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

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	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

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	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

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	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

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	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

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	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.5 Building Construction - 2022

Mitigated Construction Off-Site

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

3.5 Building Construction - 2023

Unmitigated Construction On-Site

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

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	**3.6978**	**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		0.6997	0.6997		0.6584	0.6584	0.0000	2,555.2099	2,555.2099	0.6079		2,570.4061
Total	**1.5728**	**14.3849**	**16.2440**	**0.0269**		**0.6997**	**0.6997**		**0.6584**	**0.6584**	**0.0000**	**2,555.2099**	**2,555.2099**	**0.6079**		**2,570.4061**

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	3.3795	2.1338	24.9725	0.0801	8.9533	0.0681	9.0214	2.3745	0.0627	2.4372		7,983.7318	7,983.7318	0.2055		7,988.8683
Total	**3.6978**	**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**

3.6 Paving - 2023

Unmitigated Construction On-Site

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

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		2,207.5472	2,207.5472	0.7140		2,225.3963
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**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8706**	**144.8706**	**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	2,207.5472	2,207.5472	0.7140		2,225.3963
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**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0601	0.0364	0.4354	1.4500e-003	0.1677	1.2600e-003	0.1689	0.0445	1.1600e-003	0.0456		144.8706	144.8706	3.5300e-003		144.9587
Total	**0.0601**	**0.0364**	**0.4354**	**1.4500e-003**	**0.1677**	**1.2600e-003**	**0.1689**	**0.0445**	**1.1600e-003**	**0.0456**		**144.8706**	**144.8706**	**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		1,545.2860	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**

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	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

4.2 Trip Summary Information

	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	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
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	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

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	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
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

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Architectural Coating	2.2670					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
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	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

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

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

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

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

2.1 Overall Construction

Mitigated Construction

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

	ROG	NOx	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**	1.4091	1.4091
2	**12-1-2021**	**2-28-2022**	1.3329	1.3329
3	**3-1-2022**	**5-31-2022**	1.1499	1.1499
4	**6-1-2022**	**8-31-2022**	1.1457	1.1457
5	**9-1-2022**	**11-30-2022**	1.1415	1.1415
6	**12-1-2022**	**2-28-2023**	1.0278	1.0278
7	**3-1-2023**	**5-31-2023**	0.9868	0.9868
8	**6-1-2023**	**8-31-2023**	0.9831	0.9831

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

2.2 Overall Operational

Unmitigated Operational

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

2.2 Overall Operational

Mitigated Operational

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

	ROG	NOx	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	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0496	0.0000	0.0496	7.5100e-003	0.0000	7.5100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0475	0.4716	0.3235	5.8000e-004		0.0233	0.0233		0.0216	0.0216	0.0000	51.0012	51.0012	0.0144	0.0000	51.3601
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	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
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	51.3600
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**	**51.3600**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.9300e-003	0.0634	0.0148	1.8000e-004	3.9400e-003	1.9000e-004	4.1300e-003	1.0800e-003	1.8000e-004	1.2600e-003	0.0000	17.4566	17.4566	1.2100e-003	0.0000	17.4869
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	5.3000e-004	6.0900e-003	2.0000e-005	1.6800e-003	1.0000e-005	1.6900e-003	4.5000e-004	1.0000e-005	4.6000e-004	0.0000	1.5281	1.5281	5.0000e-005	0.0000	1.5293
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	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	**1.2200e-003**	**9.0000e-004**	**0.0103**	**3.0000e-005**	**2.8300e-003**	**2.0000e-005**	**2.8600e-003**	**7.5000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5808**	**2.5808**	**8.0000e-005**	**0.0000**	**2.5828**

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	9.0000e-004	0.0103	3.0000e-005	2.8300e-003	2.0000e-005	2.8600e-003	7.5000e-004	2.0000e-005	7.8000e-004	0.0000	2.5808	2.5808	8.0000e-005	0.0000	2.5828
Total	**1.2200e-003**	**9.0000e-004**	**0.0103**	**3.0000e-005**	**2.8300e-003**	**2.0000e-005**	**2.8600e-003**	**7.5000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.5808**	**2.5808**	**8.0000e-005**	**0.0000**	**2.5828**

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	1.9754	2.0700	3.4100e-003		0.1023	0.1023		0.0963	0.0963	0.0000	293.1324	293.1324	0.0702	0.0000	294.8881
Total	**0.2158**	**1.9754**	**2.0700**	**3.4100e-003**		**0.1023**	**0.1023**		**0.0963**	**0.0963**	**0.0000**	**293.1324**	**293.1324**	**0.0702**	**0.0000**	**294.8881**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.5 Building Construction - 2022

Mitigated Construction Off-Site

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

3.5 Building Construction - 2023

Unmitigated Construction On-Site

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

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.5 Building Construction - 2023

Mitigated Construction Off-Site

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

3.6 Paving - 2023

Unmitigated Construction On-Site

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

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	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**6.7100e-003**	**0.0663**	**0.0948**	**1.5000e-004**		**3.3200e-003**	**3.3200e-003**		**3.0500e-003**	**3.0500e-003**	**0.0000**	**13.0175**	**13.0175**	**4.2100e-003**	**0.0000**	**13.1227**

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	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162
Unmitigated	1.5857	7.9962	19.1834	0.0821	7.7979	0.0580	7.8559	2.0895	0.0539	2.1434	0.0000	7,620.4986	7,620.4986	0.3407	0.0000	7,629.0162

4.2 Trip Summary Information

	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	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
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	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	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

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

5.3 Energy by Land Use - Electricity

Unmitigated

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

5.3 Energy by Land Use - Electricity

Mitigated

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

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	tons/yr										MT/yr					
Mitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835
Unmitigated	5.1437	0.2950	10.3804	1.6700e-003		0.0714	0.0714		0.0714	0.0714	0.0000	220.9670	220.9670	0.0201	3.7400e-003	222.5835

6.2 Area by SubCategory

Unmitigated

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

7.0 Water Detail

7.1 Mitigation Measures Water

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

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

7.2 Water by Land Use

Unmitigated

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

7.2 Water by Land Use

Mitigated

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

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	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**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	5.7834
Apartments Mid Rise	448.5	91.0415	5.3804	0.0000	225.5513
General Office Building	41.85	8.4952	0.5021	0.0000	21.0464
High Turnover (Sit Down Restaurant)	428.4	86.9613	5.1393	0.0000	215.4430
Hotel	27.38	5.5579	0.3285	0.0000	13.7694
Quality Restaurant	7.3	1.4818	0.0876	0.0000	3.6712
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	29.5706
Total		**207.8079**	**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	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

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

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

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

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

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	31.4494	0.0636	18.2032	2.0456	20.2488	9.9670	1.8820	11.8490	0.0000	6,163.4166	6,163.4166	1.9475	0.0000	6,212.1039
2022	4.5441	38.8811	40.8776	0.1240	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,493.4403	12,493.4403	1.9485	0.0000	12,518.5707
2023	4.1534	25.7658	38.7457	0.1206	7.0088	0.7592	7.7679	1.8799	0.7136	2.5935	0.0000	12,150.4890	12,150.4890	0.9589	0.0000	12,174.4615
2024	237.0219	9.5478	14.9642	0.0239	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,313.1808	2,313.1808	0.7166	0.0000	2,331.0955
Maximum	**237.0219**	**46.4415**	**40.8776**	**0.1240**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,493.4403**	**12,493.4403**	**1.9485**	**0.0000**	**12,518.5707**

	ROG	NOx	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	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	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
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**	**77,025.8786**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	30.5020	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.8489	45.4304	114.8495	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
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**	**77,025.8786**

	ROG	NOx	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

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

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

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

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

3.2 Demolition - 2021

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3074	0.0000	3.3074	0.5008	0.0000	0.5008			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**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	0.1273	4.0952	0.9602	0.0119	0.2669	0.0126	0.2795	0.0732	0.0120	0.0852		1,292.2413	1,292.2413	0.0877		1,294.4337
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0487	0.0313	0.4282	1.1800e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		117.2799	117.2799	3.5200e-003		117.3678
Total	**0.1760**	**4.1265**	**1.3884**	**0.0131**	**0.3810**	**0.0135**	**0.3946**	**0.1034**	**0.0129**	**0.1163**		**1,409.5212**	**1,409.5212**	**0.0912**		**1,411.8015**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**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	0.0584	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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

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	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

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	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

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	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

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	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

Mitigated Construction On-Site

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

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	0.5263	1.5100e-003	0.1521	1.2300e-003	0.1534	0.0404	1.1300e-003	0.0415		150.8754	150.8754	4.2400e-003		150.9813
Total	**0.0607**	**0.0376**	**0.5263**	**1.5100e-003**	**0.1521**	**1.2300e-003**	**0.1534**	**0.0404**	**1.1300e-003**	**0.0415**		**150.8754**	**150.8754**	**4.2400e-003**		**150.9813**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

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

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.5585	6,042.5585	0.1697		6,046.8000
Total	**2.8378**	**14.7106**	**24.5142**	**0.0971**	**7.0087**	**0.0741**	**7.0828**	**1.8799**	**0.0691**	**1.9490**		**9,939.1067**	**9,939.1067**	**0.3933**		**9,948.9384**

Mitigated Construction On-Site

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

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4079	13.2032	3.4341	0.0364	0.9155	0.0248	0.9404	0.2636	0.0237	0.2873		3,896.5482	3,896.5482	0.2236		3,902.1384
Worker	2.4299	1.5074	21.0801	0.0607	6.0932	0.0493	6.1425	1.6163	0.0454	1.6617		6,042.5585	6,042.5585	0.1697		6,046.8000
Total	**2.8378**	**14.7106**	**24.5142**	**0.0971**	**7.0087**	**0.0741**	**7.0828**	**1.8799**	**0.0691**	**1.9490**		**9,939.1067**	**9,939.1067**	**0.3933**		**9,948.9384**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

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

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		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.4028	5,821.4028	0.1529		5,825.2254
Total	**2.5807**	**11.3809**	**22.5017**	**0.0936**	**7.0088**	**0.0595**	**7.0682**	**1.8799**	**0.0552**	**1.9350**		**9,595.2790**	**9,595.2790**	**0.3511**		**9,604.0554**

Mitigated Construction On-Site

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

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		3,773.8762	3,773.8762	0.1982		3,778.8300
Worker	2.2780	1.3628	19.4002	0.0584	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,821.4028	5,821.4028	0.1529		5,825.2254
Total	**2.5807**	**11.3809**	**22.5017**	**0.0936**	**7.0088**	**0.0595**	**7.0682**	**1.8799**	**0.0552**	**1.9350**		**9,595.2790**	**9,595.2790**	**0.3511**		**9,604.0554**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0327	10.1917	14.5842	0.0228		0.5102	0.5102		0.4694	0.4694		2,207.5841	2,207.5841	0.7140		2,225.4336
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
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	0.0427	0.0255	0.3633	1.0900e-003	0.1141	9.0000e-004	0.1150	0.0303	8.3000e-004	0.0311		109.0150	109.0150	2.8600e-003		109.0866
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**		**109.0866**

Mitigated Construction On-Site

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

3.6 Paving - 2023

Mitigated Construction Off-Site

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

3.6 Paving - 2024

Unmitigated Construction On-Site

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

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	2,207.5472	2,207.5472	0.7140		2,225.3963
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**	**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Mitigated Construction Off-Site

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

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		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.7583**	**1,126.7583**	**0.0280**		**1,127.4583**

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		1,126.7583	1,126.7583	0.0280		1,127.4583
Total	**0.4296**	**0.2481**	**3.6098**	**0.0113**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,126.7583**	**1,126.7583**	**0.0280**		**1,127.4583**

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	114.8495	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	114.8495	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	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
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	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

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	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
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	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
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	9			**Operational Year**	2028
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

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

Project Characteristics - Consistent with the DEIR's model.

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

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

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

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

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

Energy Use -

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

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

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

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

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

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

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	6,154.3377	6,154.3377	1.9472	0.0000	6,203.0186
2022	4.7966	38.8851	39.6338	0.1195	8.8255	1.6361	10.4616	3.6369	1.5052	5.1421	0.0000	12,035.3440	12,035.3440	1.9482	0.0000	12,060.6013
2023	4.3939	25.8648	37.5031	0.1162	7.0088	0.7598	7.7685	1.8799	0.7142	2.5940	0.0000	11,710.4080	11,710.4080	0.9617	0.0000	11,734.4497
2024	237.0656	9.5503	14.9372	0.0238	1.2171	0.4694	1.2875	0.3229	0.4319	0.4621	0.0000	2,307.0517	2,307.0517	0.7164	0.0000	2,324.9627
Maximum	**237.0656**	**46.4460**	**39.6338**	**0.1195**	**18.2032**	**2.0456**	**20.2488**	**9.9670**	**1.8820**	**11.8490**	**0.0000**	**12,035.3440**	**12,035.3440**	**1.9482**	**0.0000**	**12,060.6013**

	ROG	NOx	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	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
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	15.0496	88.4430	0.0944		1.5974	1.5974		1.5974	1.5974	0.0000	18,148.5950	18,148.5950	0.4874	0.3300	18,259.1192
Energy	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
Mobile	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
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	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

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	458.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	801.00	143.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	160.00	0.00	0.00	10.00	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

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

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1304	4.1454	1.0182	0.0117	0.2669	0.0128	0.2797	0.0732	0.0122	0.0854		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
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	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	**3.1651**	**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		1,269.8555	1,269.8555	0.0908		1,272.1252
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0532	0.0346	0.3963	1.1100e-003	0.1141	9.5000e-004	0.1151	0.0303	8.8000e-004	0.0311		110.4707	110.4707	3.3300e-003		110.5539
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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**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	3.9900e-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**	**3.9900e-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	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**18.0663**	**2.0445**	**20.1107**	**9.9307**	**1.8809**	**11.8116**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0638	0.0415	0.4755	1.3300e-003	0.1369	1.1400e-003	0.1381	0.0363	1.0500e-003	0.0374		132.5649	132.5649	3.9900e-003		132.6646
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**	**3.9900e-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	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

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	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**8.6733**	**1.9853**	**10.6587**	**3.5965**	**1.8265**	**5.4230**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

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	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

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	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**8.6733**	**1.6349**	**10.3082**	**3.5965**	**1.5041**	**5.1006**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

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	0.0665	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	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**1.7062**	**15.6156**	**16.3634**	**0.0269**		**0.8090**	**0.8090**		**0.7612**	**0.7612**		**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

3.5 Building Construction - 2022

Mitigated Construction Off-Site

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

3.5 Building Construction - 2023

Unmitigated Construction On-Site

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

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
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**

Mitigated Construction On-Site

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

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3183	9.9726	3.3771	0.0343	0.9156	0.0122	0.9277	0.2636	0.0116	0.2752		3,671.4007	3,671.4007	0.2096		3,676.6417
Worker	2.5029	1.5073	17.8820	0.0550	6.0932	0.0479	6.1411	1.6163	0.0441	1.6604		5,483.7974	5,483.7974	0.1442		5,487.4020
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		2,225.4336
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	2,207.5841	2,207.5841	0.7140		2,225.4336
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**	**2,207.5841**	**2,207.5841**	**0.7140**		**2,225.4336**

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		2,207.5472	2,207.5472	0.7140		2,225.3963
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**		**2,207.5472**	**2,207.5472**	**0.7140**		**2,225.3963**

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
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**		**99.5663**

Mitigated Construction On-Site

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

3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0444	0.0257	0.3114	1.0000e-003	0.1141	8.8000e-004	0.1150	0.0303	8.1000e-004	0.0311		99.5045	99.5045	2.4700e-003		99.5663
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**		**99.5663**

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		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.3818**	**1,061.3818**	**0.0264**		**1,062.0410**

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		1,061.3818	1,061.3818	0.0264		1,062.0410
Total	**0.4734**	**0.2743**	**3.3220**	**0.0107**	**1.2171**	**9.4300e-003**	**1.2266**	**0.3229**	**8.6800e-003**	**0.3315**		**1,061.3818**	**1,061.3818**	**0.0264**		**1,062.0410**

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	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839
Unmitigated	9.5233	45.9914	110.0422	0.4681	45.9592	0.3373	46.2965	12.2950	0.3132	12.6083		47,917.8005	47,917.8005	2.1953		47,972.6839

4.2 Trip Summary Information

	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	445,703	445,703
Quality Restaurant	501.12	511.92	461.20	707,488	707,488
Regional Shopping Center	528.08	601.44	357.84	1,112,221	1,112,221
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	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Quality Restaurant	16.60	8.40	6.90	12.00	69.00	19.00	38	18	44
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

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

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7660	6.7462	4.2573	0.0418		0.5292	0.5292		0.5292	0.5292		8,355.9832	8,355.9832	0.1602	0.1532	8,405.6387
NaturalGas Unmitigated	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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

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	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
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	24.1085					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.6500	14.1000	6.0000	0.0900		1.1400	1.1400		1.1400	1.1400	0.0000	18,000.0000	18,000.0000	0.3450	0.3300	18,106.9650
Landscaping	2.4766	0.9496	82.4430	4.3600e-003		0.4574	0.4574		0.4574	0.4574		148.5950	148.5950	0.1424		152.1542
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

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

SOIL WATER AIR PROTECTION ENTERPRISE
2656 29th Street, Suite 201
Santa Monica, California 90405
Attn: Paul Rosenfeld, Ph.D.
Mobil: (310) 795-2335
Office: (310) 452-5555
Fax: (310) 452-5550
Email: prosenfeld@swape.com

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

Simons, R.A., Seo, Y. **Rosenfeld, P**., (2015) Modeling the Effect of Refinery Emission On Residential Property Value. Journal of Real Estate Research. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.,** Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermod and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

Rosenfeld, P.E. & Feng, L. (2011). *The Risks of Hazardous Waste.* Amsterdam: Elsevier Publishing.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

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Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries.* Amsterdam: Elsevier Publishing.

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Wu, C., Tam, L., Clark, J., **Rosenfeld, P**. (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution,* 123 (17), 319-327.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K.., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities.* Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004.* New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellew, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS–6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality.* 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld. (**1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society.* Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution.* Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). 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 Conferenc*e. 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

1640 5th St.., Suite 204 Santa
Santa Monica, California 90401
Tel: (949) 887-9013
Email: mhagemann@swape.com

Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

Geologic and Hydrogeologic Characterization
Industrial Stormwater Compliance
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
CEQA Review

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.
B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist
California Certified Hydrogeologist
Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt's responsibilities have included:

- Lead analyst and testifying expert in the review of over 100 environmental impact reports since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, Valley Fever, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt's duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, Oxygenates in Water: Critical Information and Research Needs.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt taught physical geology (lecture and lab and introductory geology at Golden West College in Huntington Beach, California from 2010 to 2014.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, 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.

From: Dario J. Fadiga <dfadiga62@gmail.com>
Sent: Tuesday, June 25, 2024 7:57 AM
To: Kendra Reif <kreif@indio.org>
Cc: Norma ICE <normafadiga@yahoo.com>
Subject: Concerns about OASIS Development

WARNING: External email. Please verify sender before opening attachments or clicking on links.

Planning Commission:

My wife and I have been residents of Sun City Shadow Hills since 2004, we have seen the growth of Indio and surrounding areas and agree that growth is good for the economy of the Coachella Valley.

However, indiscriminate growth, like the one proposed at the Oasis Development, is not good for the area. We sincerely and strongly oppose the 1.8 million square feet of warehouse space and 3000+ residential units, as they will affect the North Indio already heavily trafficked roads, while affecting the School system, the already slim EMT and Health Services, and the general infrastructure required to support the development.

Respectfully.

Dario J Fadiga and Norma R Fadiga
80308 Avenida Linda Vista
Indio, CA 92203
Sent from my iPad Air



The Oasis at Indio Specific Plan

ADMINISTRATIVE DRAFT

June 2024

The Oasis at Indio Specific Plan

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Chapter 1 - Introduction

1.1 Planning Context

The Oasis at Indio Specific Plan establishes the land use and development regulations, and implementation strategies to provide a balanced and sustainable residential and non-residential development with a range of employment-generating activities and medium to high-density residential that will complement surrounding neighborhoods, centers, and districts. The intent of this Specific Plan is to provide a comprehensive framework in which development can occur in a planned, logical fashion rather than a piecemeal approach. This comprehensive approach will help to create a unified development for the City of Indio residents and visitors to enjoy.

The Oasis at Indio Specific Plan is a stand-alone planning document that focuses on the unique characteristics of the Specific Plan Area and customizes the planning standards and review procedures to reflect the City's vision for this area within the Avenue 42 Corridor Subarea. Additionally, The Oasis at Indio Specific Plan addresses infrastructure, public services, and utilities to ensure comprehensive and coordinated planning of the essential facilities needed to support the land uses described in this plan. The Specific Plan is the tool that will systematically implement the goals and policies of the City of Indio General Plan. Proposed development plans or agreements, tentative tract or parcel maps, and any other development approval must be in substantial conformance with the Specific Plan. Projects which are found consistent with the Specific Plan will be deemed consistent with the City's General Plan. Upon adoption by ordinance, The Oasis at Indio Specific Plan shall serve as the official zoning and development plan for the Specific Plan Area.

1.1.1 Existing Setting and Surrounding Uses

The Oasis at Indio is located within the Coachella Valley area of Riverside County, in the north-central portion of the City of Indio, adjacent to and north of Interstate 10 (I-10) as shown in Figure 1-1, *Regional Map* and Figure 1-2, *Vicinity Map*. The Specific Plan Area is bounded by Avenue 42 to the north, Monroe Street to the east, the Thousand Palms Stormwater Channel to the west, and the I-10 Freeway to the south.

Regional access to the Specific Plan Area is available from the I-10 Freeway via Monroe Street. Primary arterial access to the Specific Plan Area is available from Monroe Street, Jackson Street, and Jefferson Street, which are accessible from/to I-10.

The Specific Plan Area consists of seven Assessor's Parcel Numbers (APNs): 610-020-001, 610-020-010, 610-020-012, 610-020-013, 610-020-021, 610-020-034, 610-020-036. While the APNs total 173.9 acres, the property has been surveyed reflecting a gross acreage of approximately 182.8 acres.

Figure 1-1: Regional Map

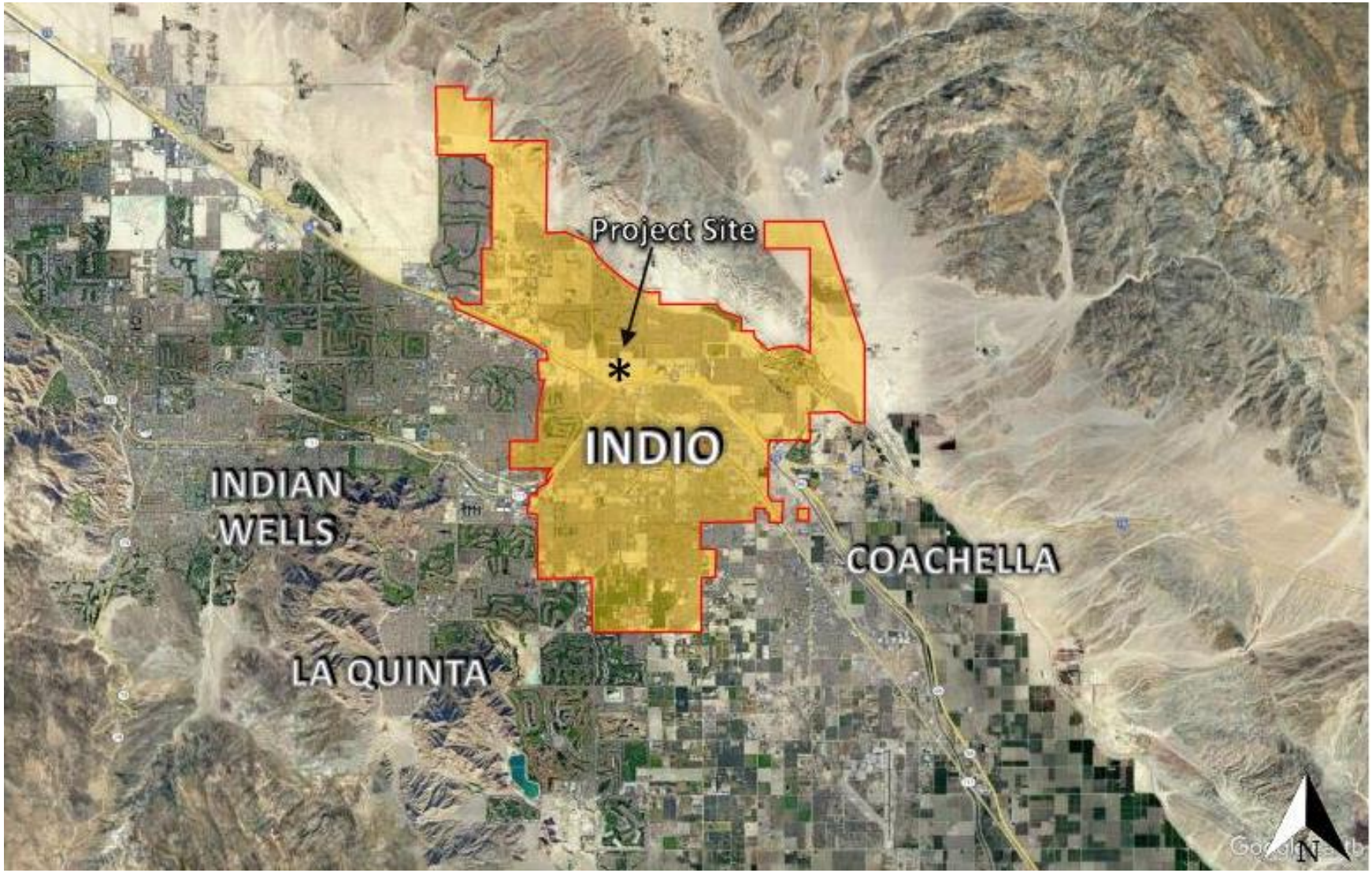


Figure 1-2: Vicinity Map



The overall site is relatively flat with a slight gradient from northwest to southeast. There is approximately 15 feet of fall across the site with an average slope of about 0.3%. The Specific Plan Area is currently undeveloped vacant land with a few remnants of former development/structures for agricultural purposes including several concrete pads on the north-central portion of the subject property, and two agricultural standpipes on the northwest corner and central portion of the property.

The Site is not located within a 100-year or 500-year flood zone, there are no sole-source aquifers, groundwater monitoring wells, and no evidence of public water sources within the Specific Plan Area.

The site is surrounded by active agriculture land uses and vacant land to the north, the Thousand Palms Stormwater Channel, vacant land, and a landscaping supply facility (Southwest Boulder & Stone) to the west, commercial land uses (The Palms at Indio) to the east, and the I-10 Freeway to the south. The southeast corner of Monroe Street and Avenue 42 includes a Circle K convenience store/gas station, drive-thru restaurants, financial business, urgent care facility, and other miscellaneous commercial/retail uses. North of the Specific Plan beyond the agricultural land uses, are several residential neighborhoods including Palazzo and Sun City Shadow Hills. South of the Specific Plan beyond the I-10 Freeway includes the Coachella Valley Stormwater Channel as shown in Figure 1-4, *Existing Site Conditions and Surrounding Uses*.

Figure 1-3: Existing Site Conditions and Surrounding Uses



1.1.2 Existing and Proposed General Plan Land Use and Zoning

1.1.2.1 General Plan

The City of Indio 2040 General Plan is a long-range policy document that provides implementation measures to achieve the City's long-term vision to enhance the local economy, maintain the "City of Festivals" reputation, and simultaneously improve access to quality education, housing, and jobs.

The 2040 General Plan sets forth land use designations called place types that indicate the purpose and intended use for each parcel within the City. The place types specify additional guidance related to development form and character including allowable uses, building density, building placement, parking location and access, building frontage, and streetscape design. The existing General Plan designation within the Specific Plan Area is Mixed-Use Neighborhood (MUN) within the northwesterly area and Regional Commercial (RC) within the northeasterly and southerly area as shown in Figure 1-5, *Existing and Proposed General Plan Place Type.*

Figure 1-4: Existing General Plan Place Type Designations



Proposed General Plan Place Type Designations



- Suburban Neighborhood High
- Connected Neighborhood Low
- Connected Neighborhood High
- Mixed Use Neighborhood
- Neighborhood Center
- Regional Commercial
- Workplace Employment District
- Parks and Open Space
- Public and Institutional
- Specific Plan

The Oasis at Indio Specific Plan Boundary

Mixed-Use Neighborhood supports moderate- to higher-intensity neighborhood development that features a variety of multifamily housing choices and commercial uses along major streets. Allowed land uses include a range of single-family and multi-family residential uses, parks and recreation, mixed-use (retail/office, retail/residential, office/residential), and neighborhood-serving retail, general commercial, services, entertainment, live/work, and office.

Regional Commercial supports large-format retail development along with associated restaurant and commercial service activity. Allowed land uses include large-format retail, commercial services, lodging, entertainment, restaurants, parks and recreation.

Table 1-1
General Plan Place Type Designation

Place Type and Intent	Max. Gross Density/FAR	Zoning Correlation
Mixed Use Neighborhood (MUN)	DU/AC: Up to 40 FAR: up to 0.5	RH, NC, CC, P
Regional Commercial (RC)	FAR: 0.35 to 1.0	RC, CC

*This results in a maximum allowable residential dwelling units of 3,240 and commercial square footage of 3,318,357-6,204,686.

In addition to Place Type Designations, the General Plan includes key strategies for specific subareas to encourage infill development ensuring the result is a connected, complete place with housing and commercial uses organized into a walkable, transit-supportive pattern of neighborhoods and centers. The Oasis at Indio Specific Plan is located within Indio's subarea, Avenue 42 Corridor. Avenue 42 Corridor is comprised of large areas of undeveloped land on both sides with good freeway access and is close to many of Indio's newest neighborhoods.

While Avenue 42 Corridor encourages a pattern of connected neighborhoods, centers, and employment districts to leverage the economic and fiscal value of that area for future generations, the ultimate composition of the area may vary in response to market conditions.

With the adoption of The Oasis at Indio Specific Plan, the General Plan Land Use (Place Types) will be reclassified from MUN and RC to Specific Plan (SP) to establish an appropriate land use and zoning district designation that optimizes the Specific Plan Area's potential and facilitates achievement of the Specific Plan's goals and objectives.

This refinement is consistent with the community's desire to provide more specific guidance on the intended future character of the City and allows the City to establish zoning designations that similarly communicate form and character.

1.1.2.2 Zoning

The City Council adopted new citywide zoning regulations called the Unified Development Code that became effective on October 22, 2022. The existing zoning designation for the site is Specific Plan (MU-

SP), Mixed-Use Neighborhood (MUN), and Regional Commercial (RC). With the adoption of The Oasis at Indio Specific Plan, the Specific Plan Area will be reclassified and zoned Specific Plan (SP) to permit the implementation of the proposed project subject to management and implementation tools to ensure that the goals and policies are fully satisfied in compliance with the City's General Plan.

Table 1-2
Zoning Designation

Zoning	Density/FAR
Regional Commercial	1.0
Mixed Use Neighborhood	20-40 du/ac; 0.50
Gateway SP (MU 7)	20 du/ac; 0.25

* This results in a maximum allowable residential dwelling units of 929-1,338 and commercial square footage of 4,375,602.

Figure 1-5: Existing Zoning



Proposed Zoning



- Suburban Neighborhood-8 (SN-8)
- Connected Neighborhood-14 (CN-14)
- Connected Neighborhood-20 (CN-20)
- Mixed Use Neighborhood (MUN)
- Neighborhood Center (NC)
- Regional Commercial (RC)
- Light Industrial (IL)
- Heavy Industrial (IH)
- Parks and Open Space (OS)
- Public and Institutional (PI)
- Specific Plan (MU-SP)

The Oasis at Indio Specific Plan Boundary

1.1.3 Relationship with the Bermuda Dunes Airport Plan

The Bermuda Dunes Airport is a privately-owned, public-use general aviation airport located along the central, western edge of Indio. As a result of the airport, certain restrictions apply to new projects within its Airport Influence Area as identified in the adopted Riverside County Airport Land Use Compatibility Plan (ALUCP) for Bermuda Dunes Airport. These zones and the land use restrictions associated with them are outlined in the 2004 ALUCP and included in Appendix A of this Specific Plan.

The Oasis at Indio Specific Plan is located within the influence area for the Bermuda Dunes Airport and Airport Compatibility Zones C, D, and E overlay the property.

As required by State law, the adoption of a specific plan affecting the property within an airport influence area (Public Utilities Code Section 21676(b)) and the adoption or approval of a zoning ordinance or building regulation which (1) affects property within an airport influence area, and (2) involves the types of airport impact concerns listed in Section 1.4 (Public Utilities Code Section 21676(b)) shall be referred to the Airport Land Use Commission (ALUC) for determination of consistency with the Commission's Plan prior to the approval by the City of Indio.

The Riverside County Airport Land Use Commission held a public hearing on February 8, 2024, and issued a Finding of Consistency for the project on February 13, 2024. The ALUC approval letter, conditions of approval, and Airport Notice are included in Appendix A of this Specific Plan. ALUC Conditions of approval have been fully incorporated into this Specific Plan as identified in Appendix A.

1.1.4 Previous Entitlements

Several Master Plan entitlements were approved within the Specific Plan Area. In 1995, the Gateway Conceptual Specific Plan (GCSP) was approved, covering over 2,700 acres and proposing a planned mixture of commercial, business, office, and residential uses in Indio. The western portion of the project site (approximately 80 acres west of the Clinton Street alignment) is located within the GCSP, designated as Mixed-Use Planning Area MU7. To implement the GCSP, the City required that each planning area have approval of one or more Project Master Plans at a more detailed level of site design.

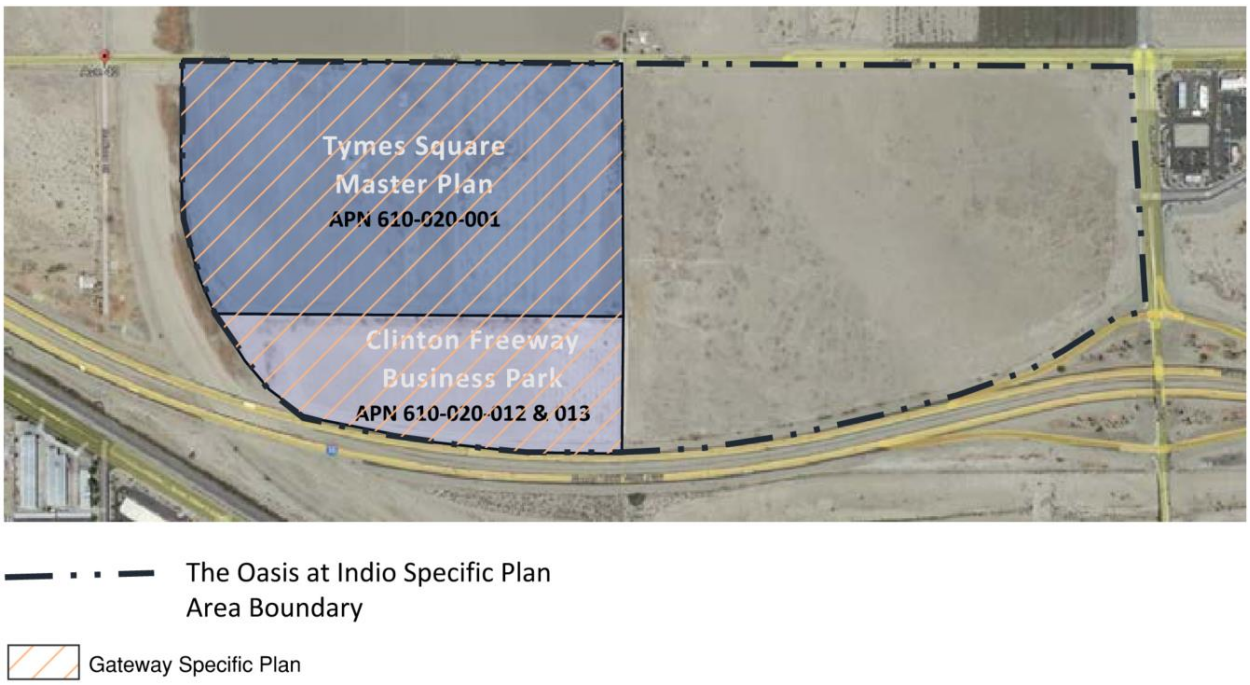
In 2007, the City of Indio approved the "Thymes Square" Project Master Plan on 63.2 acres (APN: 610-020-010) located on the southeast corner of Avenue 42 and the Thousand Palms flood control channel right-of-way. The approval authorizes the development of Mixed Use on the Gateway Conceptual Specific Plan that includes 217 Residential units (32.6 acres) on the western half of the master plan, Open Space/Recreation (5-acre public park), Commercial/Business Park development (10 acres) on the northeastern potion, and Light Industrial/Business Park development (11.1 acres) on the southeastern portion of the master plan site.

In 2008, the City of Indio approved the Clinton Freeway Business Park Project Master Plan - A 22.6-acre project (APN: 610-020-012 and 610-020-013) immediately south of the "Thymes Square" mixed-use project. The approval authorizes the development of a Mixed-Use business park with three basic components: showroom retail businesses (6.3 acres) taking advantage of the site's direct freeway visibility, light industrial businesses (11 acres) requiring large indoor spaces for light manufacturing,

assembly, and storage as well as “industrial incubator” units (4.3 acres) westerly of Clinton Street with more modest square footages to serve small businesses.

Neither Project Master Plan has been implemented and both sites currently remain vacant. The 80-acre portion located within the Gateway Specific Plan shall be withdrawn prior to the adoption of The Oasis at Indio Specific Plan.

Figure 1-6: Previous Entitlements



1.2 Authority and Requirements

A “Specific Plan” is a planning and regulatory tool made available to local governments by the State of California. Specific plans implement an agency’s General Plan through the development of policies, programs, and regulations that provide an intermediate level of detail between General Plans and individual development projects. State law stipulates that specific plans can only be adopted or amended if they are consistent with an adopted General Plan.

The authority to prepare, adopt and implement specific plans is provided by California Government Code Sections 65450 through 65457. Procedures for preparing, processing, reviewing, adopting, and amending specific plans are provided in Article 6, Subsection 6.05.03, Chapter 22.46 of the City of Indio Unified Development Code. The State allows Specific Plans, including any associated regulations and programs, to be adopted by resolution or ordinance; approval of this specific plan shall be by ordinance in compliance with the City of Indio Unified Development Code. As required by the City of Indio and the California Government Code, the Specific Plan includes text and diagrams which specify the following in detail:

- The distribution, location, and extent of land uses proposed within the area covered by the Specific Plan, including open space areas.
- The proposed distribution, extent, intensity, and location of major components of public and private circulation/transportation, drainage, energy, sewers, solid waste disposal, water, and other essential facilities proposed to be located within the Specific Plan Area and needed to support the proposed land uses.
- Standards, criteria, and guidelines by which development would proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- A program of implementation measures, including financing, regulations, programs, and public works projects, necessary to carry out the proposed land uses, infrastructure, and development and conservation standards and criteria.
- A discussion of the relationship of the Specific Plan to the actions, goals, objectives, and policies of the adopted General Plan inclusive of detailed analysis as to how the Specific Plan complies with the actions, goals, objectives, and policies.
- Additional information deemed to be necessary by the Director based on the characteristics of the area to be covered by the plan, applicable actions, goals, objectives, and policies of the General Plan, or any other issue(s) determined by the Director to be significant.

For legislative changes, including Specific Plans, Specific Plan Amendments, General Plan Amendments, Development Code, and Zoning Map Amendments, the Planning Commission shall review the requested action and make a recommendation to the City Council, with the Council serving as the final decision-making body. Both the Planning Commission, in its advisory role, and the City Council, in its approval role, may approve, deny, or modify a specific plan.

The Oasis at Indio Specific Plan is the regulatory document guiding land uses and development within the boundaries identified in this Specific Plan. Upon adoption by ordinance by Council, this Specific Plan will provide the zoning design and development standards and regulations, as well as infrastructure systems, on which subsequent project-related development activities are to be based. Concurrently with adopting the Specific Plan, the General Plan 2040 shall be amended by resolution of the Council to specifically refer to The Oasis at Indio Specific Plan and change the land use designation of the area encompassed in the Specific Plan Area from Mixed-use Neighborhood (MUN) and Regional Commercial (RC) to Specific Plan (SP) on the General Plan Land Use Map. Additionally, the Zoning Map shall be amended and approved by the City Council to change the zoning of Specific Plan (MU-SP), Mixed-Use Neighborhood (MUN), and Regional Commercial (RC) to Specific Plan (SP) on the Zoning Map.

1.3 CEQA Compliance

An Environmental Impact Report (EIR) has been prepared for The Oasis at Indio Specific Plan in accordance with the California Environmental Quality Act (CEQA) and the implementing State CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.). The EIR evaluates potential environmental impacts based on the highest development intensity associated with the two land use plan scenarios with Maximum Buildout Scenario (MBS) reflecting the most intensive development.

- MBS: A mixed-use development of up to 3,240 multi-family residential units and 20,000 sf of commercial use on approximately 75.1 acres within Planning Areas (PA) 1, 2, and 3; and 1,806,290 sf of light Industrial use on approximately 92.8 acres within PA 4.
- Scenario #2: A mixed-use development of up to 1,237 multi-family residential units and 71,600 square feet of commercial use including a 128 key hotel on approximately 75.1 acres within PAs 1, 2, and 3; and 1,806,290 sf of Industrial use on approximately 92.8 acres within PA 4.

The EIR also identifies feasible mitigation measures and potentially feasible alternatives to address any significant and adverse impacts of the Specific Plan on the environment. The City of Indio is required, by CEQA, to certify the EIR prior to the approval of The Oasis at Indio Specific Plan.

Later activities that have been adequately analyzed under the EIR and are consistent with the specific plan are exempt from the requirements of CEQA, as long as subsequent projects are (1) within the scope of the approved EIR, and (2) the EIR adequately describes the activity for the purposes of CEQA (CEQA Guidelines § 15168). Accordingly, pursuant to Government Code Section 65457, it is anticipated that no additional EIR or negative declaration will be required for "any residential project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan."

Additional CEQA compliance is required if, after the adoption of the specific plan, one or more of the following events occurs: (1) Substantial changes are proposed in the project which require major revisions to the EIR; (2) Substantial changes to the circumstances under which the development project is being undertaken which require major revisions to the EIR; or (3) New information, which was not known and could not have been known at the time the EIR was certified, becomes available. If any of these events occurs, certification of a subsequent EIR, supplemental EIR, an addendum to the EIR, or adoption of a negative declaration, would be required depending on the environmental impacts identified.

1.4 Specific Plan Goals and Objectives

The following Specific Plan Goals and Objectives form the physical, economic, and environmental framework upon which the Specific Plan is built.

Goal: Accommodate a range of land uses and maintain a level of variety and flexibility that will allow the plan to adjust to market conditions and meet the economic, housing, and service needs of the community.

- Provide uses that ensure long-term economic benefits and stability for the City of Indio.
- Develop a diverse set of land uses that permit a mix of commercial, industrial, and residential uses.
- Implement employment-generating land uses that would create new jobs for the City of Indio.
- Establish development standards and guidelines that facilitate business and employment opportunities, are adaptive to changing market conditions, and achieve local planning objectives.

Goal: Where industrial uses are near existing and planned residential development, ensure that industrial projects be designed to limit the impact of truck traffic, air, and noise pollution.

- Create a high-quality development that provides industrial land use activity adjacent to I-10.
- Encourage site plan designs to provide appropriate setbacks and/or design features that reduce negative impacts at the source.
- Encourage industrial land uses that accommodate buildings with loading bays that have a short direct access route to I-10 on- and off-ramps.
- Design safe and efficient vehicle access to commercial land uses from arterial streets to ensure efficient vehicular ingress and egress.
- Utilize existing designated truck routes and develop a safe and efficient system for delivering goods and services.

Goal: Ensure that development has a positive effect on the City of Indio and a high quality of life for all residents.

- Ensure development along Avenue 42 results in a connected, complete place with housing and commercial uses organized into a walkable, transit-supportive pattern of neighborhoods and centers.
- Establish development standards along Avenue 42 to include sidewalks, trees, landscape, pedestrian furniture, safe pedestrian crossings, and direct connections to the front entrances of retail and services.
- Provide landscaping that improves the streetscape experience and is supportive of the site's character and the character of the surrounding community.
- Encourage a mix of local- and regional-serving uses along Avenue 42 and Monroe Street that serves the needs of the community.
- Promote compatibility with surrounding uses through site design that provides appropriate transitions and buffer space.

Goal: Ensure the circulation network provides a safe and efficient level of connectivity for commercial and passenger vehicles, bicyclists, and pedestrians.

- Establish pedestrian connections between residential and retail commercial developments.
- Develop sidewalks for pedestrian use where existing gaps exist.
- Establish the opportunity for a Multi-Modal Transportation Network that serves all users and modes in a healthy, equitable manner.

- Encourage commercial/retail developments to have common driveways to minimize the number of curb cuts along any given block to improve pedestrian safety.

- Encourage residential and non-residential developments within a ½ mile radius of existing or planned transit stops, particularly along Avenue 42, to facilitate and take advantage of transit service, reduce vehicle trips, and allow residents without private vehicles to access services.

Goal: Provide adequate infrastructure, services, and utilities to meet the needs of the community.

- Ensure adequate infrastructure and utility service levels before approving new development.

- Require new development to pay their fair share for required improvements to public services and infrastructure.

Goal: Provide a stand-alone regulatory instrument that will plan for the orderly and efficient buildout of the Specific Plan Area

- Establish appropriate land uses and development standards that optimize the Specific Plan Area potential and facilitate the achievement of project objectives.

- Establish appropriate land uses and development standards within the Airport Influence Area consistent with the densities, intensities, prohibited uses, and other development conditions defined in the Bermuda Dunes Airport Land Use Compatibility Plan.

1.5 Specific Plan Organization

The Oasis at Indio Specific Plan is organized into five Chapters and three appendices. The following describes each chapter and accompanying appendices:

- *Chapter 1 Introduction* - Provides local and regional context and setting; background; authority to prepare; relationship to other plans and documents; CEQA compliance; project goals and objectives and organization of the Specific Plan.
- *Chapter 2 Development Plan* – Explains the conceptual land use plan for the Specific Plan Area; circulation and mobility; grading; circulation, infrastructure, and public services.
- *Chapter 3 Development Regulations* – Identifies allowable uses, development intensities, and the general development standards, parking, and other regulations for development with The Oasis at Indio Specific Plan.
- *Chapter 4 Design Guidelines* - Provides design concepts and establishes design guidelines for development in the Specific Plan Area to ensure consistency with the vision and objectives of The Oasis at Indio Specific Plan.
- *Chapter 5 Administration and Implementation* – Discusses the development review procedures applicable to the Specific Plan Area; Implementation of the proposed land uses, including Specific Plan adoption, subsequent approvals and plans, substantial conformance findings, and phasing are outlined in this chapter. Additionally, financing sources and maintenance responsibilities are identified and administrative procedures regulating modifications and amendments.

- *Appendix A: Airport Land Use Commission (ALUC)* – Includes the ALUC approval letter, conditions of approval, and Airport Notice. Also included are the land use zones and associated land use restrictions as outlined in the 2004 Riverside County Airport Land Use Compatibility Plan (ALUCP) for Bermuda Dunes Airport.
- *Appendix B: Track Implementation Form* – Provides a mechanism for tracking Development Project Reviews/Entitlements.

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Chapter 2 – Development Plan

The greatest value offered by The Oasis at Indio is its location. The property is located immediately north of Interstate I-10, a regional transportation route; south of Avenue 42, which serves as a continuous east-west multi-modal transportation corridor within North Indio; and west of Monroe Street, which provides direct access to/from I-10. The Specific Plan Area is located just over one mile east of the Bermuda Dunes Airport. When creating a guiding vision for The Oasis at Indio the property's setting and proximity to major transportation corridors and facilities were given the highest consideration.

The Oasis at Indio establishes a mixture of employment and residential land uses arranged sensible and efficiently that allows easy access and complements the surrounding community. To that end, The Oasis at Indio's land use plan is a contemporary mixed-use center containing industrial, commercial, and multi-family residential land uses that take advantage of the property's location near regional transportation corridors.

The Oasis at Indio is where businesses can locate and thrive and where multi-family housing opportunities are within walking distance of shopping, goods and services, employment opportunities, and public transit. The mixture of uses and their orientation on the property are designed for the benefit of the residents, visitors, the surrounding community, and the region.

Please note: Exhibits and illustrations are conceptual and are preliminary included to show intent. Implementing plans will require further refinement and approval.

2.1 Land Use Concept Plan

As shown in Figure 2-1*, Land Use Districts*, The Oasis at Indio Specific Plan specifies two primary land use districts: Mixed-Use, which allows residential and commercial uses, and Industrial. For planning purposes, the approximate 183-acre Oasis at Indio Specific Plan property is divided into four Planning Areas (PA) for development and an area reserved for a possible future electric substation.

Figure 2-1: Land Use Districts

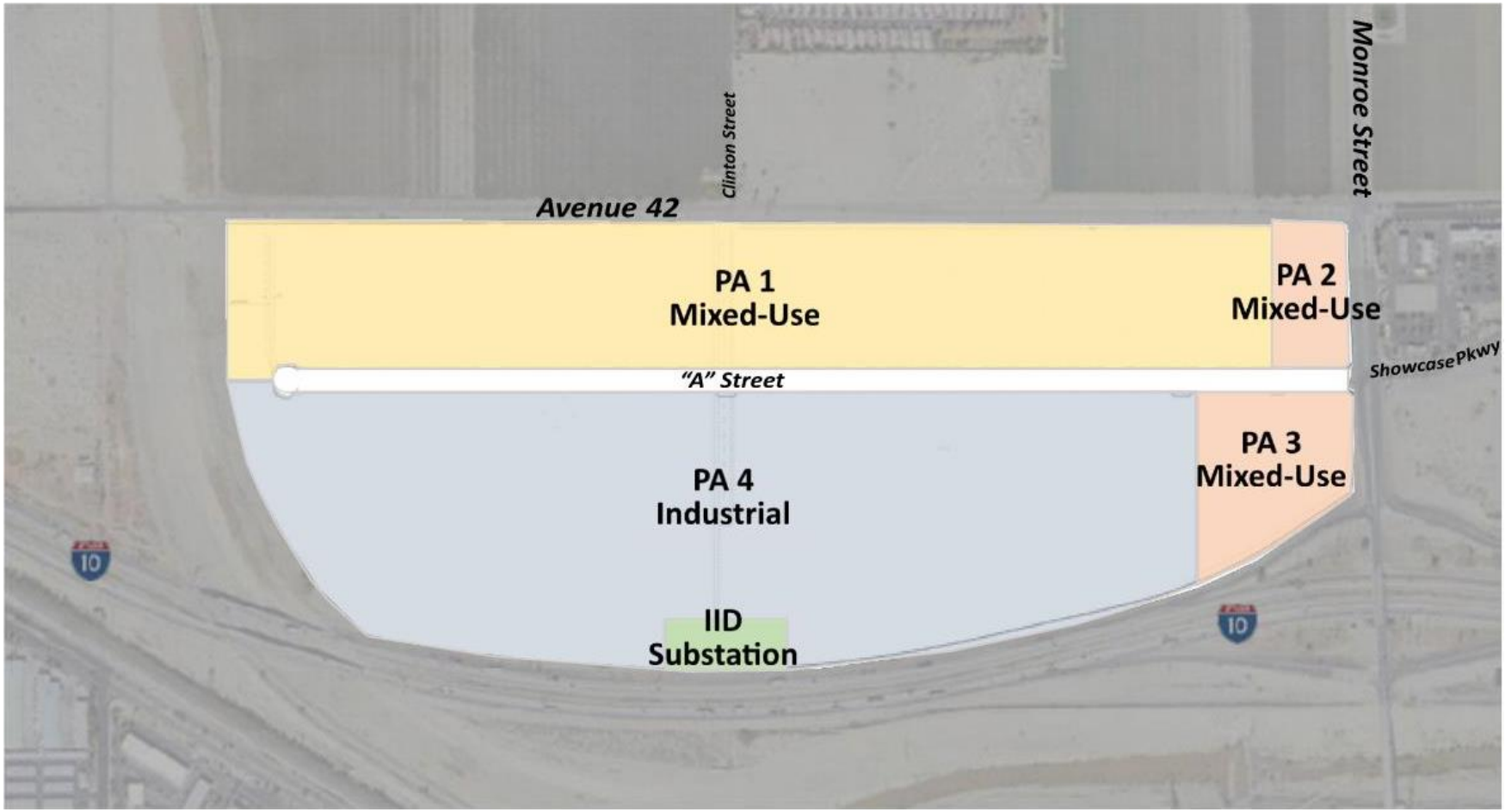


Table 2-1, *Land Use Plan Statistical Summary,* provides a high-level summary of the planned land uses and permitted intensity of uses within the planning areas of the Specific Plan. Table 2-1 reflects generally applicable standards and does not describe potential buildout, is further controlled by the development maximum reflected in Table 2-2 and the land use equivalency conversion ratios identified in Specific Plan Section 5.2.7, *Land Use Conversion*. The applicable development standards in Specific Plan Section 3.5, *Development Standards*, also apply to any future development within the Specific Plan's Planning Areas. Each Planning Area may develop a singular anticipated use or as a combination of uses identified below in a horizontal or vertical mixed-use development.

Further definition of each planning area will occur as individual developments are implemented through the Planning Review process and based on market demand.

Table 2-1
Land Use Plan Statistical Summary

Land Use District	PA	Acreage (Approximately)	Allowed Uses[1]	
			Multi-Family Residential	Non-Residential
Mixed-Use	1	61.6	20-50 DU/AC	0.50 FAR
Mixed-Use	2	4.2		
Mixed-Use	3	9.3		
Industrial	4	92.8	N/A	0.60 FAR
Public ROW Dedication		2.0	N/A	
I.I.D Substation		2.4	N/A	
Interior ROW		10.5	N/A	
TOTALS		**182.8**	-	-

1. The "Allowed Uses" and associated intensities are reflective of the Development Standards applicable to each Planning Area district. It does not reflect maximum buildout, however, as development within the Specific Plan is also limited to the intensity identified in Table 2-2, subject to the land use equivalency ratios identified in Specific Plan Section 5.2.7. There is no equivalency ratio for industrial uses and residential or commercial square footage capacity cannot be converted to additional industrial square footage.

2.1.1 Specific Plan Development Limit

Notwithstanding the Specific Plan's permitted densities/intensities and development standards, the development capacity limitations below also control maximum development (buildout) within the Specific Plan. It is important to note that while the equivalency tables allow variation in intensity between uses, the maximums identified below reflect the most intensive development that could occur within the Specific Plan. Any development variants that could occur using equivalency would be consistent with and within the scope of the maximums.

Table 2-2 Development Potential Maximums				
Land Use District	**PA**	**Acreage (Approximately)**	**Maximum Potential**	
			Multi-Family Residential	**Commercial Non-Residential Square Footage**
Mixed-Use	1	61.6	50 DU/AC	20,000 square feet
Mixed-Use	2	4.2		
Mixed-Use	3	9.3		
Industrial	4	92.8	N/A	1,806,290 square feet
Public ROW Dedication		2.0	N/A	
I.I.D Substation		2.4	N/A	
Interior ROW		10.5	N/A	
TOTALS		**182.8**	**3,240 DU**	**1,826,290**

The "maximums" identified in Table 2-2 reflect the most intensive development that could occur within the Specific Plan. However, the exact development may not reflect the uses developed. The square footage of commercial non-residential uses may increase while development of residential units would decrease, for instance, consistent with the land use equivalency conversion ratios in Section 5.2.7.

2.1.2 Planning Area 1-3

Planning Areas 1, 2, and 3 comprise approximately 75.1 acres in the northern and northeastern quadrant of the Specific Plan Area. As shown on Figure 2-1.

- *Planning Area 1* is bordered on the north by Avenue 42; on the west by the Thousand Palms Stormwater Channel; on the east by PA 2; and on the south by an internal east-west roadway ("A" Street);
- *Planning Area 2* is bordered on the north by Avenue 42; on the east by Monroe Street; on the south by "A" Street; and on the west by PA 1; and
- *Planning Area 3* is bordered on the north by "A" Street; on the east by Monroe Street; on the south by the I-10 on-ramp; and on the west by PA 4.

The mixed-use designation allows for medium to high-density multi-family residential and commercial land uses in a vertical or horizontal mixed-use development within walkable distance to surrounding neighborhoods, a variety of nearby retail, commercial centers, workplaces, public transit, and the Coachella Valley alternative transportation corridor (CV Link). Multi-family residential housing will contribute to a diverse set of land uses, ensuring a mixed-use development and a variety of housing types and densities within a walkable urban format of The Oasis at Indio Specific Plan and the surrounding area.

Residential development is envisioned to include private on-site amenities such as fitness rooms, community pools, clubhouses for the residents and their guests, common open space areas, walkways, landscape parkways and buffer areas, and parking. The final site plan and housing type will largely depend on future developers.

Planning Areas 2 and 3 front Monroe Street between Avenue 42 and the westbound I-10 onramp. This prominent location affords the opportunity to attract and provide a high-quality and viable balance of commercial uses and moderate- to high-intensity multi-family residential housing. The development of PA 2 would provide employment opportunities and various retail services such as restaurants, shops, and other amenities within walking distance of existing nearby neighborhoods and future residents of the project.

Designed to complement the uses of PA 2, Planning Area 3 would allow for a range of commercial uses that benefit from visibility and access from the I-10 Freeway. A hotel would be allowed in the mixed-use zones to serve the surrounding community and region, such as visitors to the nearby Polo Club, Acrisure Arena, annual music festivals, and Bermuda Dunes Airport. For a list of permitted uses and additional information, refer to Chapter 3, Section 3.4, Permitted Uses, and Section 3.5, Development Standards.

Frontage along Avenue 42 would provide parkways containing sidewalks, shade trees, and landscaping to enhance the pedestrian experience and is supportive of the site's character and the character of the surrounding community. See Chapter 4, *Design Guidelines,* for the placement, orientation, and design along Avenue 42.

A landscaped transition zone is planned along the southern boundary of PA 1 to soften the overall site design, support compatibility with surrounding land uses, and serve as a water quality/retention basin as part of the development's drainage system. See Figure 2-6.

2.1.3 Planning Area 4

Encompassing approximately 92.8 acres in the southern portion of the Specific Plan, Planning Area 4 is the largest of the planning areas and is designated for industrial land use. As shown in Figure 2-1, PA 4 is bordered on the north by "A" Street, on the east by PA 3, on the south by the I-10 freeway, and on the west by the Thousand Palms Stormwater Channel.

Planning Area 4 is designed to accommodate buildings of various sizes that house users such as general light industrial, manufacturing, and warehouse/distribution operations. These types of uses typically attract both passenger car and truck traffic that benefit from a short, direct route to the regional transportation (freeway) system.

The buildings in PA 4 are configured to provide a sustainable design with proper balance in size, aesthetics, energy efficiency, accessibility, safety, and security. Enhanced landscaping and decorative screen walls along the northern boundary of PA 4 provide an additional buffer treatment to further soften the transition and reduce potential impacts to the uses north of PA 4. A potential Imperial Irrigation District (I.I.D) substation and water quality/detention basins are proposed along the southern portion of PA 4. The water quality/detention basins provide additional green space as part of the development's storm drain system. "A" Street provides east-west vehicular access from industrial uses

in PA 4 to the existing signalized intersection at Monroe Street with immediate access to the Interstate 10/Monroe Street on- and off-ramps.

Note: The site design represented in Figure 2-2 is conceptual in nature and exemplifies one possible design scenario that has been developed in accordance with the design criteria of The Oasis at Indio Specific Plan and may not represent the ultimate use or building layout within the Specific Plan, which will be determined with future site-specific development proposals.

2.2 Circulation and Mobility

The main objective of the Circulation Plan is to provide direct, safe, and convenient vehicular and non-vehicular access for residents, visitors, and employees to, from, and through, the Specific Plan's four Planning Areas.

Development of The Oasis at Indio requires improvements to existing perimeter public streets and "A" Street, an east-west internal private roadway. The project will amend the City's General Plan to declassify Clinton Street, an unbuilt collector road. The internal roadway is designed to coordinate the movement of vehicles and pedestrians, minimize potential conflicts, and encourage a safe and enjoyable pedestrian experience in compliance with the General Plan.

2.2.1 Vehicular Circulation

The circulation system depicted in Figure 2- 3, *Conceptual Vehicular Circulation and Mobility Plan*, provides the necessary roadway improvements and design to accommodate the Land Use Plan, provides mobility choices to all residents, and limits truck traffic on Avenue 42.

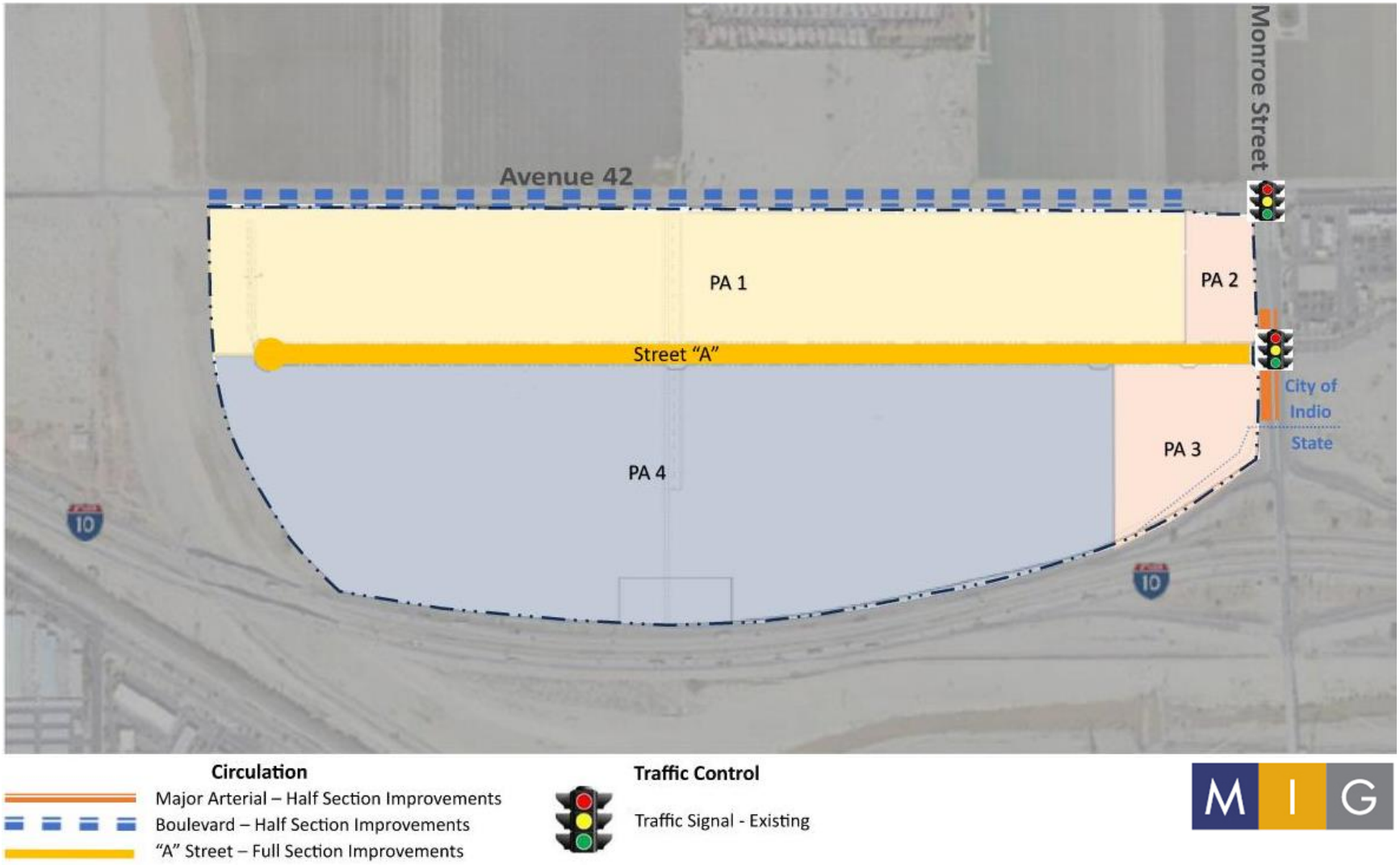
As a component of this project, a comprehensive traffic analysis was prepared. This analysis identified existing conditions, forecasted future conditions, and provided recommended roadway segment and intersection improvements to address project-related significant impacts associated with the build-out of the anticipated land use plan. This analysis is provided in the technical appendices of The Oasis at Indio Specific Plan EIR.

Monroe Street serves the Specific Plan to the east and Avenue 42 to the north. Concurrent with the development of The Oasis at Indio, improvements to Monroe Street and Avenue 42 will result in completed street half-sections consistent with the City's General Plan Mobility Element as may be refined by the City Engineering Department. All street improvements will be constructed in accordance with applicable City of Indio design standards and specifications.

Figure 2-2: Conceptual Land Use Plan



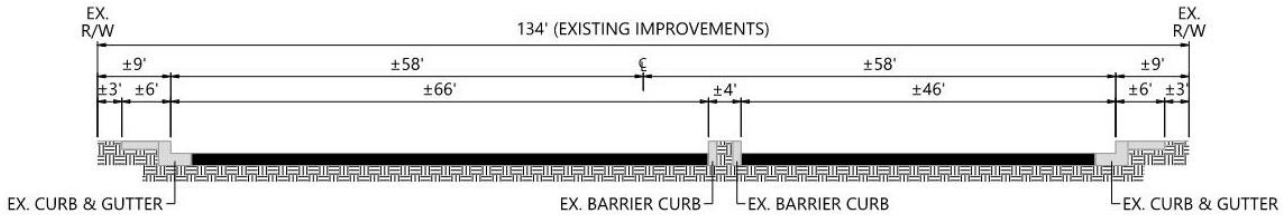
Figure 2- 3: Conceptual Vehicular Circulation and Mobility Plan



Interstate 10, which is under the authority of CalTrans, is located immediately south of the Specific Plan Area, forming the southern boundary of Planning Areas 3 and 4. A portion of land at the southeast corner of the Specific Plan Area has been identified by CalTrans for expanded interchange improvements along I-10/Monroe Street westbound on-ramp. Approval of The Oasis at Indio Specific Plan does not preclude CalTrans' plans for the Monroe Street interchange improvements or the operation and maintenance of Interstate 10. Drivers traveling between the Specific Plan Area and the freeway system will have convenient access via the on- and off-ramps at Monroe Street, Jackson Street (one mile east), and Jefferson Street (two miles west).

2.2.1.1 Monroe Street

Monroe Street forms the eastern boundary of the Specific Plan and consists of two lanes in each direction, with signalized turn lanes eastbound onto Showcase Parkway (existing) and westbound onto Avenue 42. Additional features include a non-landscaped barrier curb, curb-adjacent sidewalks, and streetlights within the public right-of-way. Monroe Street is classified in the City's General Plan Mobility Element as a 6-lane Major Arterial with vehicular efficiency prioritized. Bicycle lanes can be provided and further enhanced or complemented by other facilities or off-street pathways. As shown below, the existing segment of Monroe Street between Showcase Parkway and Avenue 42 is currently improved with an ultimate right-of-way (ROW) width of 134 feet with 116 feet of pavement, including a four-foot-wide barrier curb and curb and gutter improvement, and a nine-foot-wide parkway on both sides of the street. On-street parking is not allowed. Monroe Street is a designated truck route within the General Plan. Improvements along Monroe Street may be required in conjunction with the implementation of the Specific Plan.



MONROE STREET
(PER CITY OF INDIO / PUBLIC ROAD)
N.T.S.

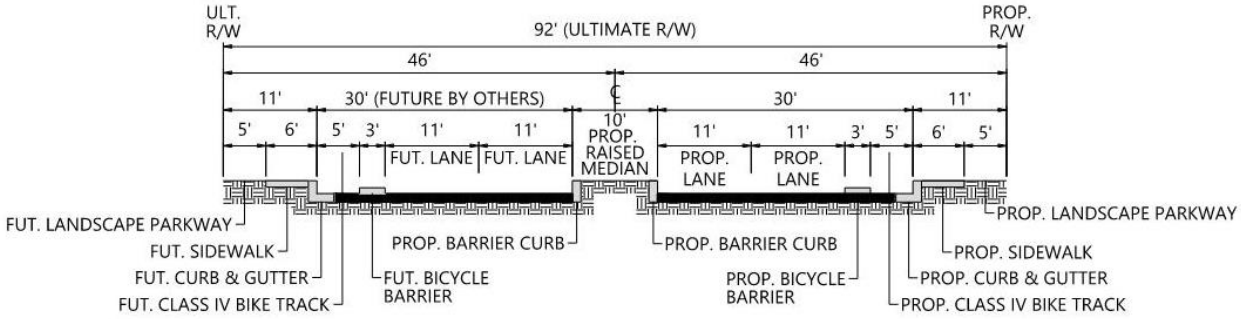
As part of the I-10 Freeway improvements, Caltrans proposes to widen Monroe Street, South of Showcase Parkway, to incorporate an expanded median and two additional through traffic lanes, as well as relocating the dedicated right turn lane to the westbound freeway on-ramp.

2.2.1.2 Avenue 42

Avenue 42 currently consists of one paved lane in each direction with above-ground utility poles along the Specific Plan Areas frontage and an unimproved dirt median east of Clinton Street. Avenue 42 is a designated truck route within the General Plan.

As shown below, Avenue 42 would feature an ultimate 92-foot-wide right-of-way with 44 feet of pavement, a 10-foot-wide raised median, curb and gutter improvements, a five-foot Class IV bike lane,

and an 11-foot-wide parkway on both sides of the street. Intersection improvements for pedestrians should be emphasized to improve comfort, safety, connectivity, and accessibility. Half street improvements along the southern portion of Avenue 42 abutting the specific plan frontage would be required in conjunction with the development of the Specific Plan.



AVENUE 42
(4-LANE BOULEVARD WITH MEDIAN / PER CITY OF INDIO)
N.T.S.

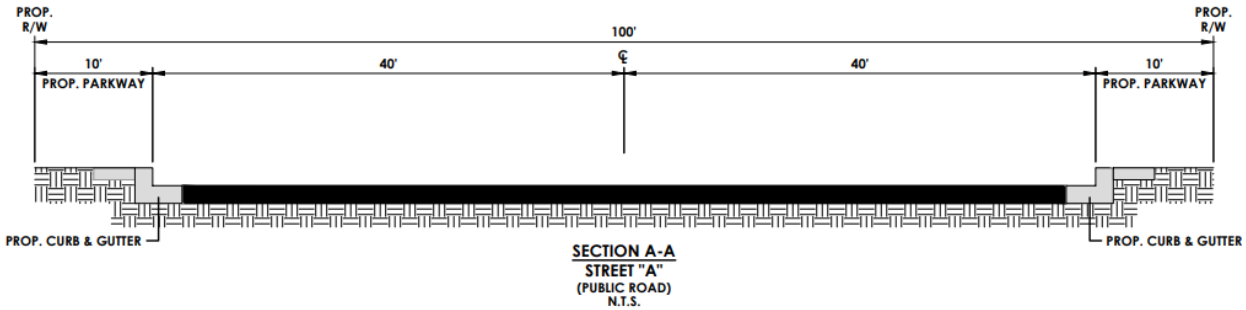
2.2.1.3 Clinton Street

The Mobility Element of the General Plan does not describe Clinton Street as an arterial or a collector but does depict it extending southerly across Avenue 42 in a north-south direction through PA 1 of the Specific Plan Area. Removal of this roadway within the project boundary is part of the General Plan Amendment.

2.2.1.4 Internal Circulation

An east-west private collector street ("A" Street) provides internal circulation through the Specific Plan Area. "A" Street will connect to the existing signalized intersection on Monroe Street and would provide primary access for PA 2, PA 3, and PA 4, and secondary access for PA 1. Driveways on the south side of the collector street are left-in/right-out only providing commercial trucks a direct route to/from the I-10 freeway via Monroe Street, limiting truck traffic on Avenue 42.

As shown in the cross-section below, "A" Street features a 100-foot-wide right-of-way with 80 feet of pavement, curb and gutter improvements, and a 10-foot-wide parkway on both sides of the street.



SECTION A-A
STREET "A"
(PUBLIC ROAD)
N.T.S.

2.2.2 Non-Vehicular Circulation

A comprehensive network of pedestrian and bikeway facilities are provided within The Oasis at Indio as shown in Figure 2-4, *Conceptual Non-Vehicular Circulation and Mobility Plan*. The purpose for the non-vehicular circulation plan is to provide a Complete Street that incorporates a pedestrian- and bicycle-friendly environment and enhance connectivity across all travel modes to encourage the use of non-vehicular modes of travel.

2.2.2.1 Bikeways

Roadway improvements along Avenue 42 and Monroe Street will include a Class IV Separated Bikeway or Cycle Track – currently, no bike path or lane exists. The Class IV Separated Bikeway or Cycle Track provides a delineated right-of-way with a physical separation or barrier between bicyclists and motor vehicle traffic. This separation can include parked vehicles, bollards, curbs, or any other physical device that provides this separation.

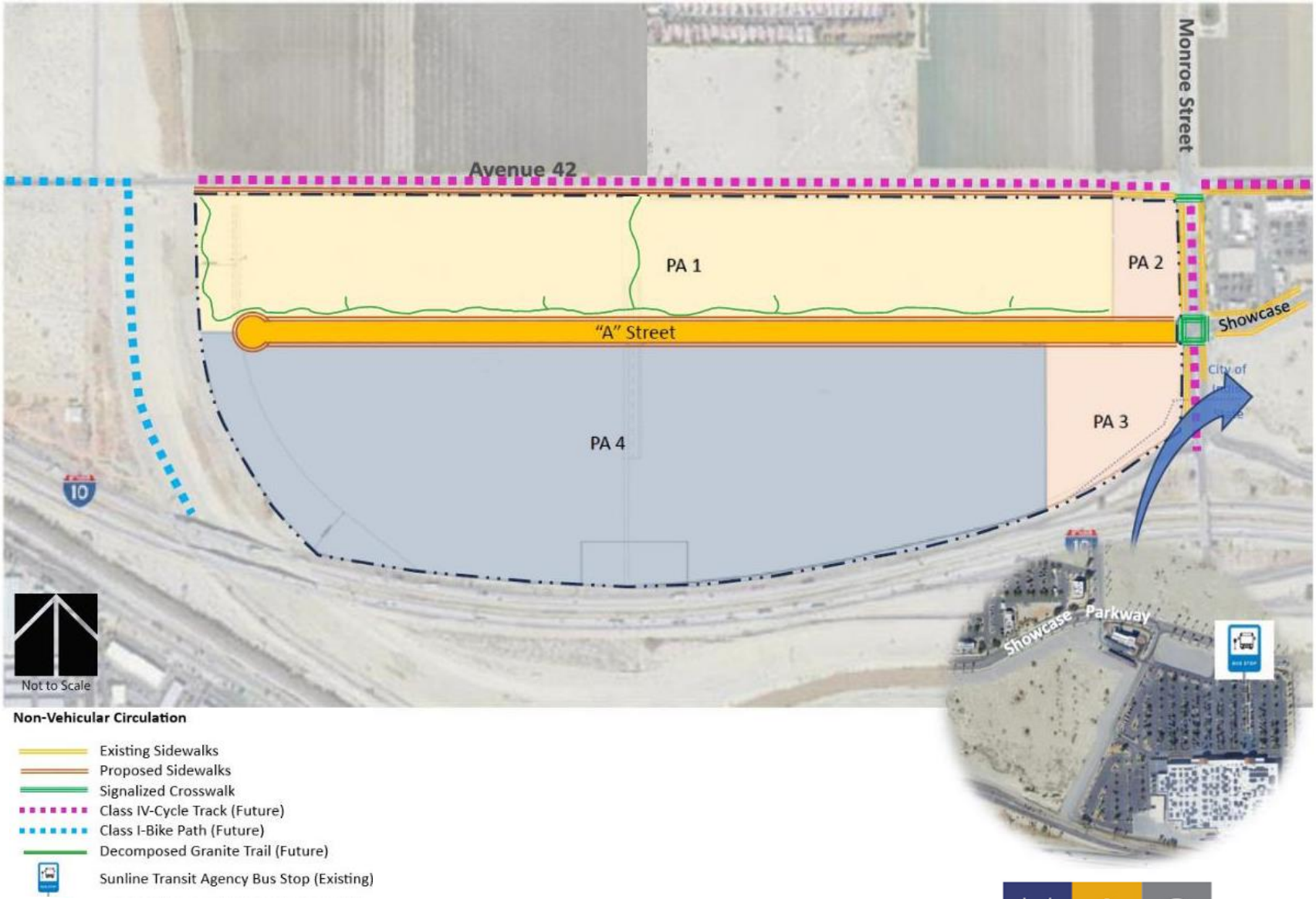
The Thousand Palms Stormwater Channel abutting, the Specific Plan's westerly boundary, provides a Class 1 – Bike Path and serves as a community connector to the Coachella Valley alternative transportation corridor (CV Link) – a 50-mile pathway for bicycles, pedestrians, and low-speed (up to 25 mph) electric vehicles that follows the general alignment of the Coachella Valley Stormwater Channel from Palm Springs to Coachella. The Class I Bike Path provides a separate corridor not served by streets and highways and is away from the influence of parallel streets. Class I bikeways are for non-vehicle use only, with opportunities for direct access and recreational benefits, right-of-way for the exclusive use of bicycles and pedestrians, and crossflow conflicts are minimized.

2.2.2.2 Pedestrian ways

Existing sidewalks are located on the east and west sides of Monroe Street. Currently, there are no sidewalks along Avenue 42 west, of Monroe Street.

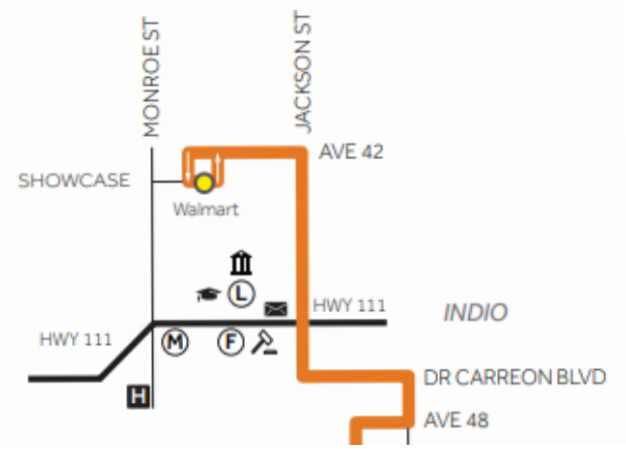
The southside widening of Avenue 42 will include a pedestrian sidewalk. The development of "A" Street will include sidewalks on both sides of the roadway. In addition, a decomposed granite trail will parallel along the north side of "A" Street in the landscape transition zone. Streetscape elements, including trees and landscaping, will be an important component of the Complete Streets design.

Figure 2-4: Conceptual Non-Vehicular Circulation and Mobility Plan



2.2.3 Public Transit

Sunline Transit routes provide regional connections to neighboring cities and local circulation routes within the City of Indio. The local transit northbound loop within the City of Indio is Transit Route No. 8 (formerly Routes 80, 81, 90 & 91). An accessible bus stop with service on Transit Route No. 8 is located on Showcase Parkway, approximately a quarter mile east of Monroe Street. The route operates in a counterclockwise direction along Jackson Street up to Avenue 42. Service frequency is 60 minutes. Travel time around the loop is approximately 50 minutes.



Sunline Transit Route No. 8

2.3 Grading

The site's natural topography is relatively flat. No unusual grading conditions are present, and substantial import or export of earth materials is not expected. The primary objectives of the grading plan are to provide stable development pads for construction, balance the cut and fill grading quantities on-site, and meet City of Indio building standards and acceptable infrastructure gradient requirements. The grading plan is shown in Figure 2-5, *Conceptual Grading Plan*.

2.4 Landscape and Green Space

The Oasis at Indio landscaping and green space plan aims to achieve visual appeal, soften site design, promote compatibility, provide screening, and control stormwater runoff. Mindful of the environment and California's resources, the Specific Plan Area incorporates a desert-friendly landscape palette with low-water usage in compliance with the City's Water Efficient Landscape Ordinance. Refer to Chapter 4, Design Guidelines, for detailed information on landscape design.

Figure 2-5: Conceptual Grading Plan

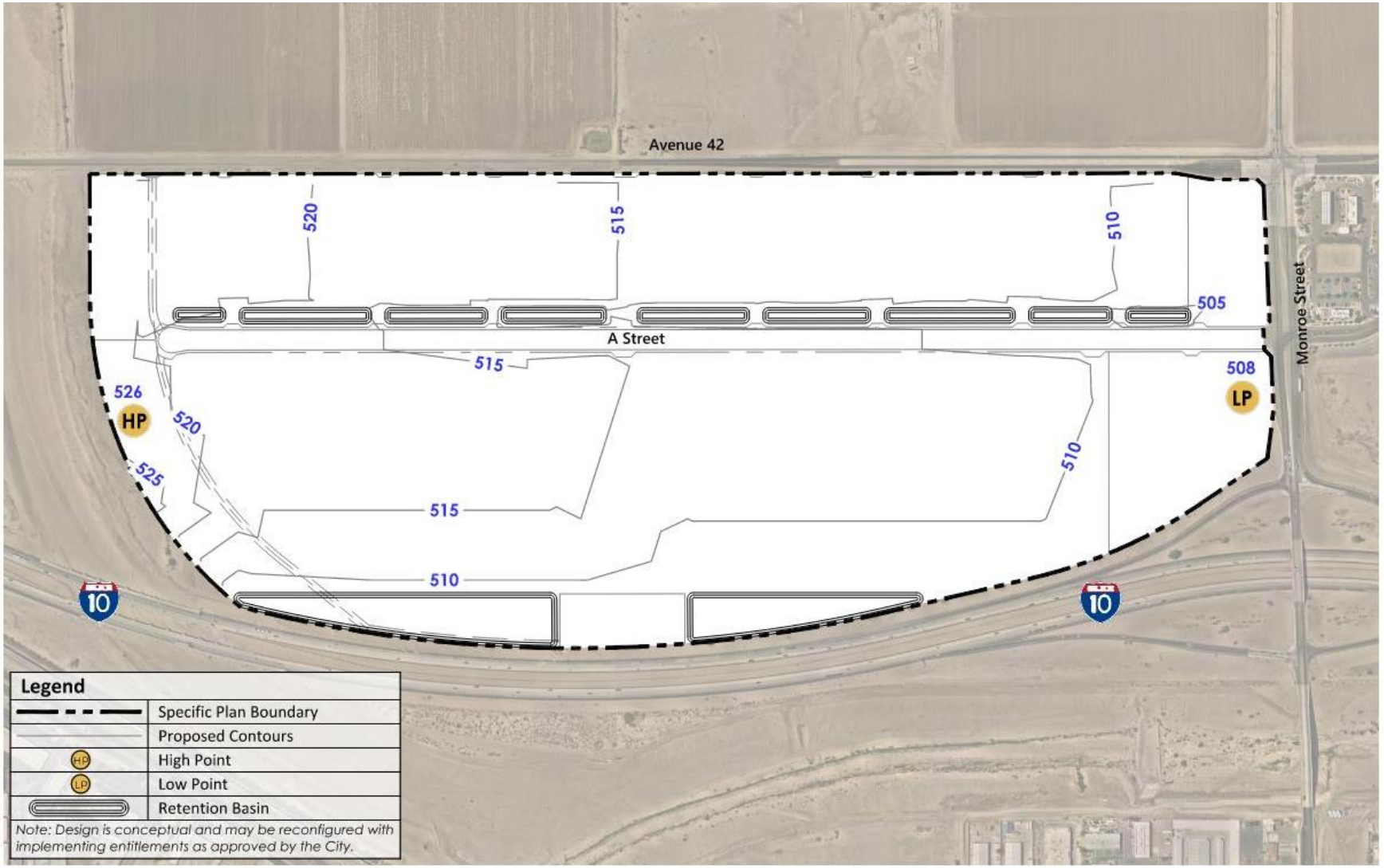
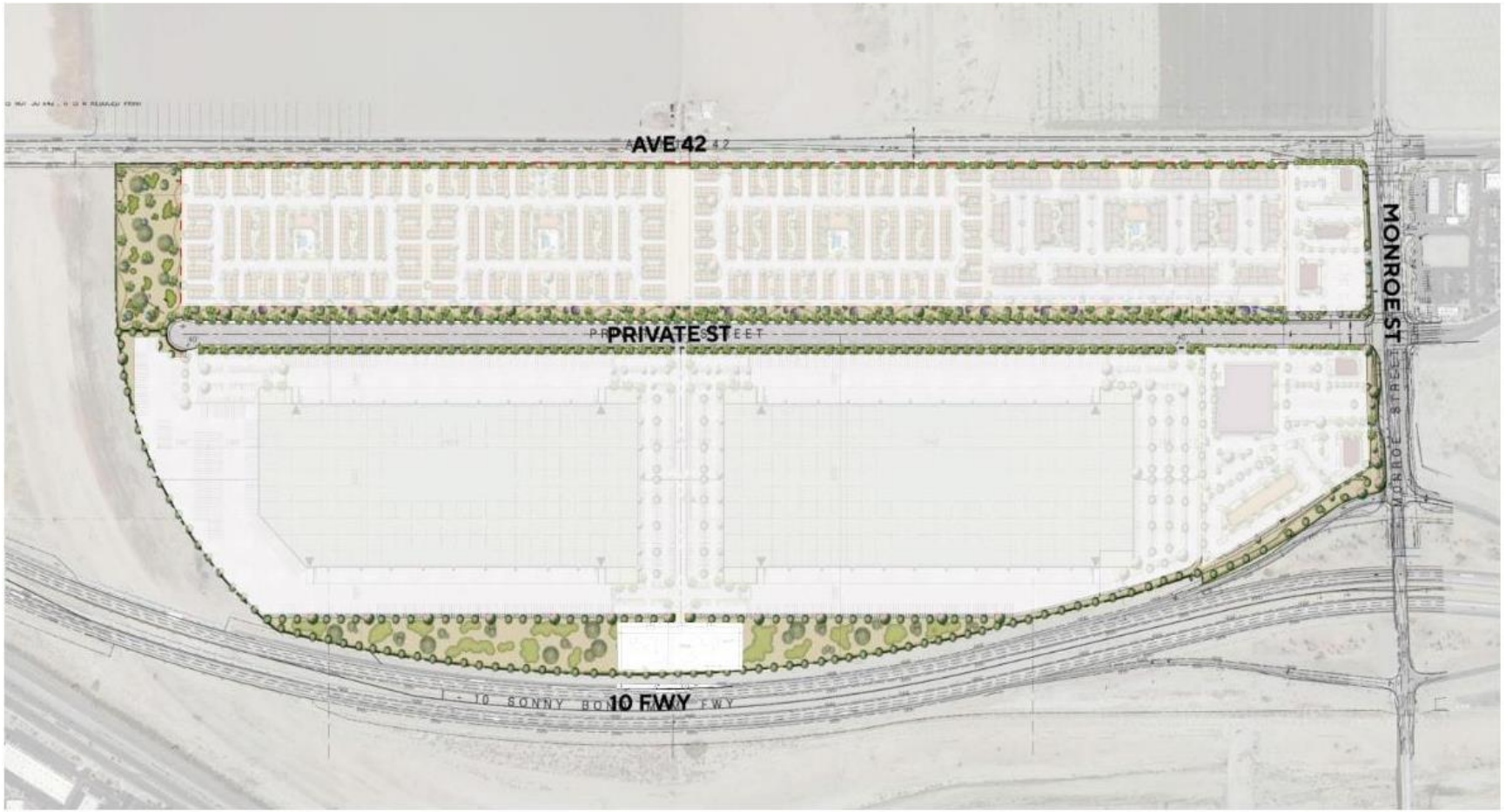


Figure 2-6: Conceptual Landscape and Green Space Plan



Landscaping occurs throughout the Specific Plan Area, but most prominently along the various roadways and site frontage entryways. Street corners include multiple layers of landscaping and identification monuments. Streetscape landscaping combines evergreen and deciduous trees, shrubs, and groundcovers to create a sustainable and visually pleasing experience for pedestrians and passing motorists. Creative solutions along the southern boundary of "A" Street include berms, multiple layers of landscaping, and the use of decorative walls. An enhanced landscape transition zone along the northern boundary of "A" Street would provide passive pedestrian uses and serve as a retention facility. See Chapter 4 Design Guidelines.

Retention basins along Street "A" would be planted with a living desert landscape palette utilizing layers of large, canopied evergreen shade trees, shrubs, and semi-tropical flowering plants to create a natural low-water landscape with a variety of shapes, intriguing color palettes, and textures.

The retention basins proposed along the southern boundary of PA 4 would create an open space buffer between the industrial use and Interstate 10.

2.5 Infrastructure and Utilities

Buildout of The Oasis at Indio Specific Plan requires the installation of water, sewer, drainage, and other utility infrastructure, as described in this section. All utility infrastructure improvements shall be constructed in accordance with applicable City of Indio design standards and specifications.

2.5.1 Water

The potable water provider for the Specific Plan Area is served by Indio Water Authority (IWA). As shown on Figure 2-7, *Water Infrastructure Plan*, an existing 24-inch water main underlying Avenue 42 and an existing 14-inch water main underlying Monroe Street will be used to serve the Specific Plan. A new public 18-inch water line will underlie "A" Street and underlie the access easements north of "A" Street connecting to the off-site water main that underlies Monroe Street and Avenue 42.

This project would be required to pay the IWA Water Impact Fees in addition to the Supplemental Water Supply Fees.

2.5.2 Wastewater

Valley Sanitary District (VSD) is the sanitary sewer provider for the Specific Plan Area. As shown on Figure 2-8, *Sanitary Sewer Infrastructure Plan*, an existing 27-inch sewer main at the intersection of Monroe Street and Avenue 42. As the specific plan builds out, sewer capacity in the adjacent off-site mains will need to be assessed. Improvements could include a new 12-18-inch sewer main in Monroe from the intersection of Avenue 42 into "A" Street or extending two mains, one 10-18 along the project frontage in Avenue 42 along with a 10-12-inch sewer main from Monroe along "A" Street. The ultimate sewer system required will be reviewed with VSD and will be based on the project needs. Sewer stub outs will be provided for future connections.

Figure 2-7: Conceptual Water Infrastructure Plan

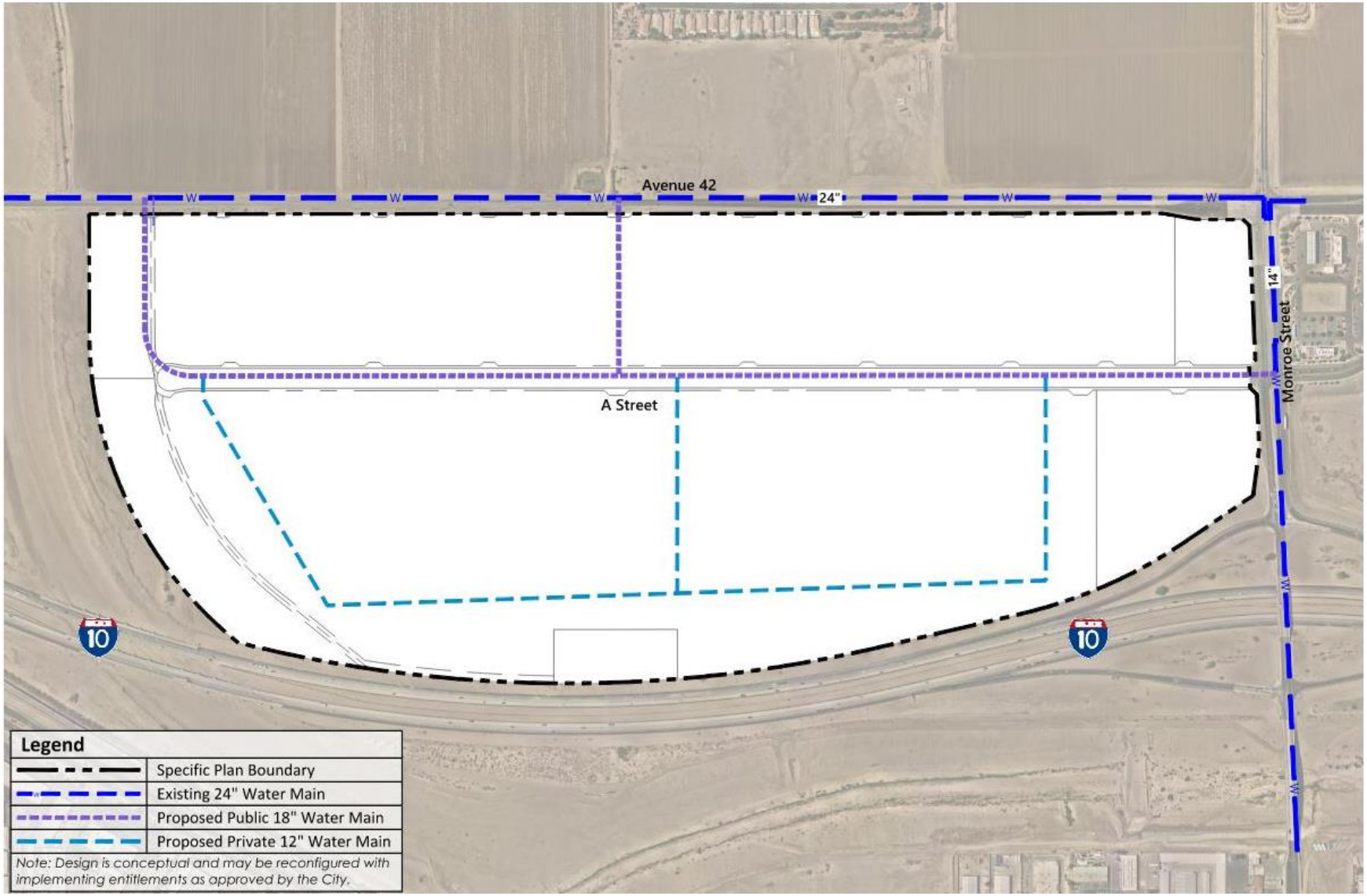
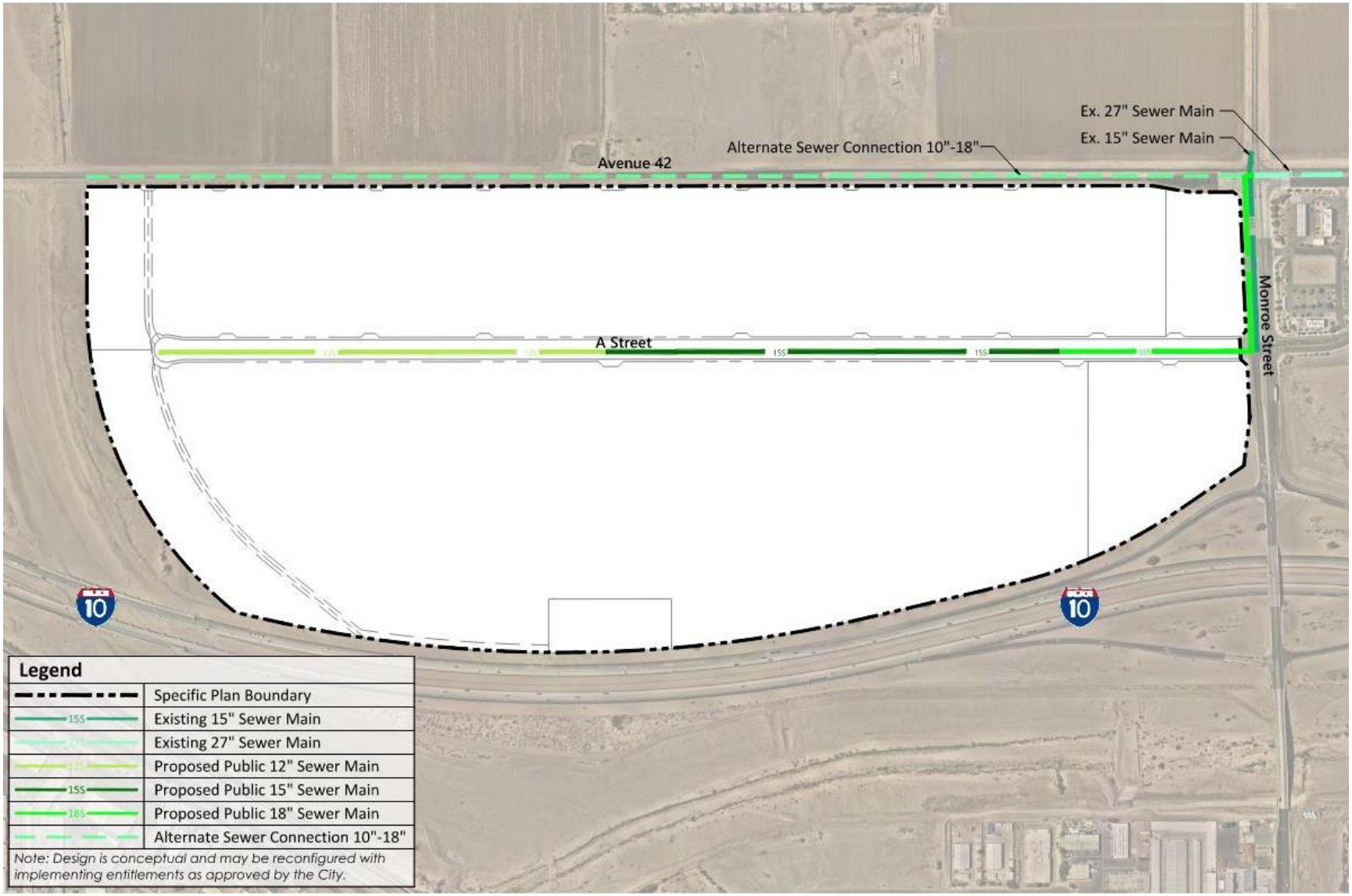


Figure 2-8: Conceptual Sanitary Sewer Infrastructure Plan



2.5.3 Stormwater Drainage and Flood Control

The City maintains local drainage facilities and generally directs runoff from local streets to regional stormwater channels, which are constructed, operated, and maintained by the Coachella Valley Water District (CVWD). The main regional flood control facility in the City of Indio is the Coachella Valley Stormwater Channel, which meanders through the City in a west-to-east direction, partially along the Interstate 10 Freeway. In addition, the Thousand Palms Stormwater Channel is located along the property's west boundary and directs stormwater from the Sun City Shadow Hills community. The Channel is currently unimproved, and CVWD is currently proceeding with the channel lining project. The local storm drain system consists of gutters, engineered storm drains, and channels.

Natural drainage of the site occurs from the northwest to the southeast. Each planning area will manage stormwater independently in conjunction with development. The drainage concept is to provide numerous site-specific pick-up points to channel storm water from non-permeable areas via a combination of private streets, overland flows, and storm drain systems and convey it to the nearest retention basin.

Retention basins are conceptually proposed along "A" Street and the southern boundary of PA 4. These retention basins are designed to comply with City engineering standards by providing sufficient capacity to contain the incremental increase in onsite flows (existing vs. developed condition) from a 100-year storm event rather than increasing or concentrating runoff to downstream properties. They will also serve a secondary function of capturing and containing pollutants that are washed off roads and driveways. See Figure 2-9, *Storm Drain Infrastructure Plan.*

2.5.4 Dry Utilities

Electric service for the Specific Plan Area is provided by the Imperial Irrigation District (IID). Existing overhead electric lines are located on above-ground utility poles and currently extend in an east-west direction along the south side of Avenue 42 and a north-south direction transecting through the Specific Plan Area. These overhead utility lines support both 12.5 kV local distribution and 92 kV regional transmission lines. In conjunction with the development of the Specific Plan Area, new conduits and switch vaults would be installed, and overhead utility lines may be undergrounded by the developer where appropriate based on size/capacity in accordance with applicable public utility standards and specifications and to the satisfaction of the City of Indio Public Works Engineer. Transmission lines will remain above ground due to their high voltage.

As part of the development, a crucial component is the proposed onsite power sub-station. This sub-station will not only provide power to the project but will also contribute excess power to the community grid. This surplus power will significantly enhance the resilience of the electric system in the area, ensuring a reliable and stable power supply for the community.

Natural gas for the Specific Plan Area is served by Southern California Gas (SCG) Company. As shown in Figure 2-10, *Dry Utility Infrastructure Plan*, an existing gas line underlies Monroe Street. New gas lines are planned to be installed to fully service the Specific Plan Area.

Figure 2-9: Conceptual Drainage Infrastructure Plan

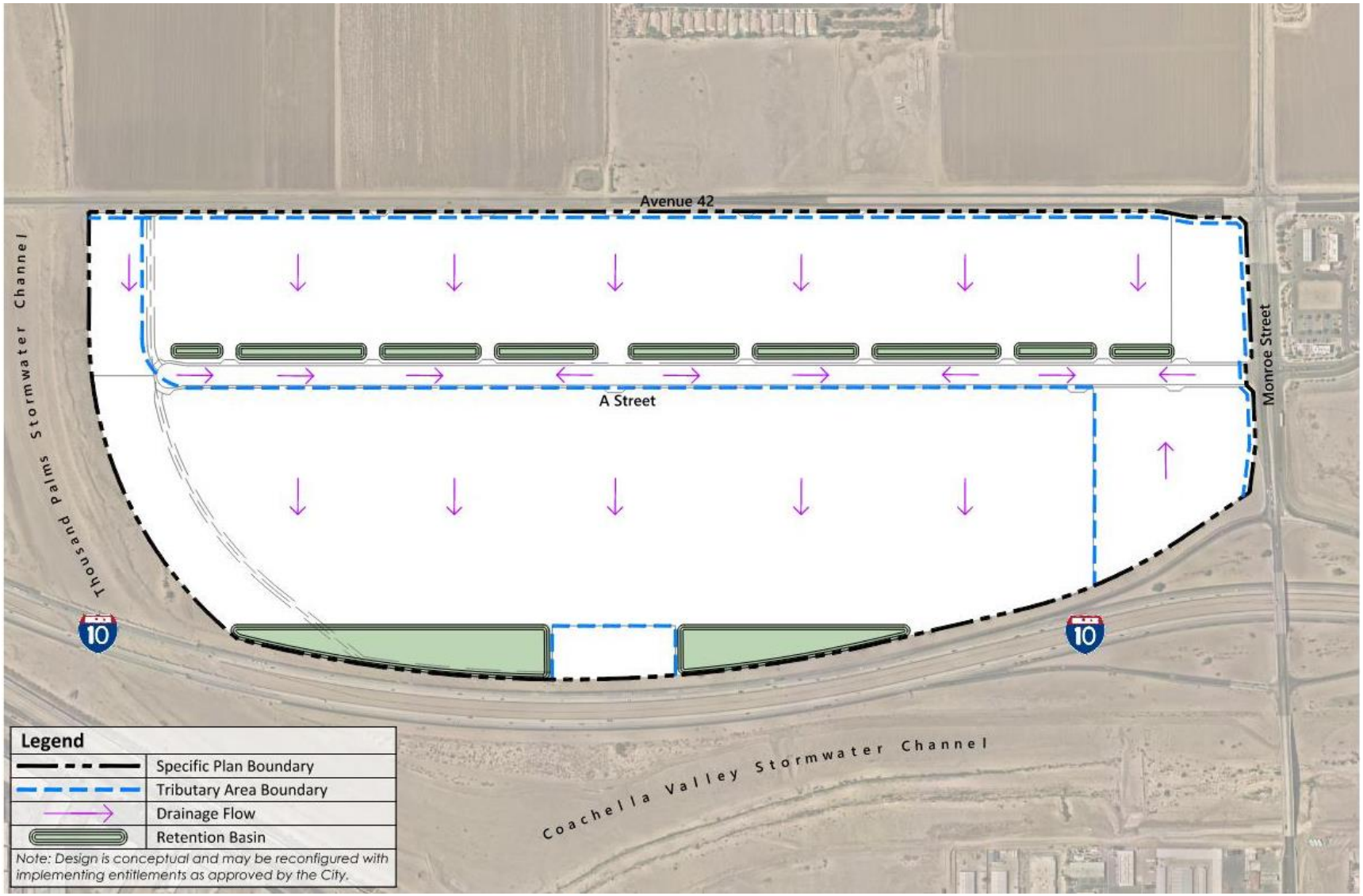
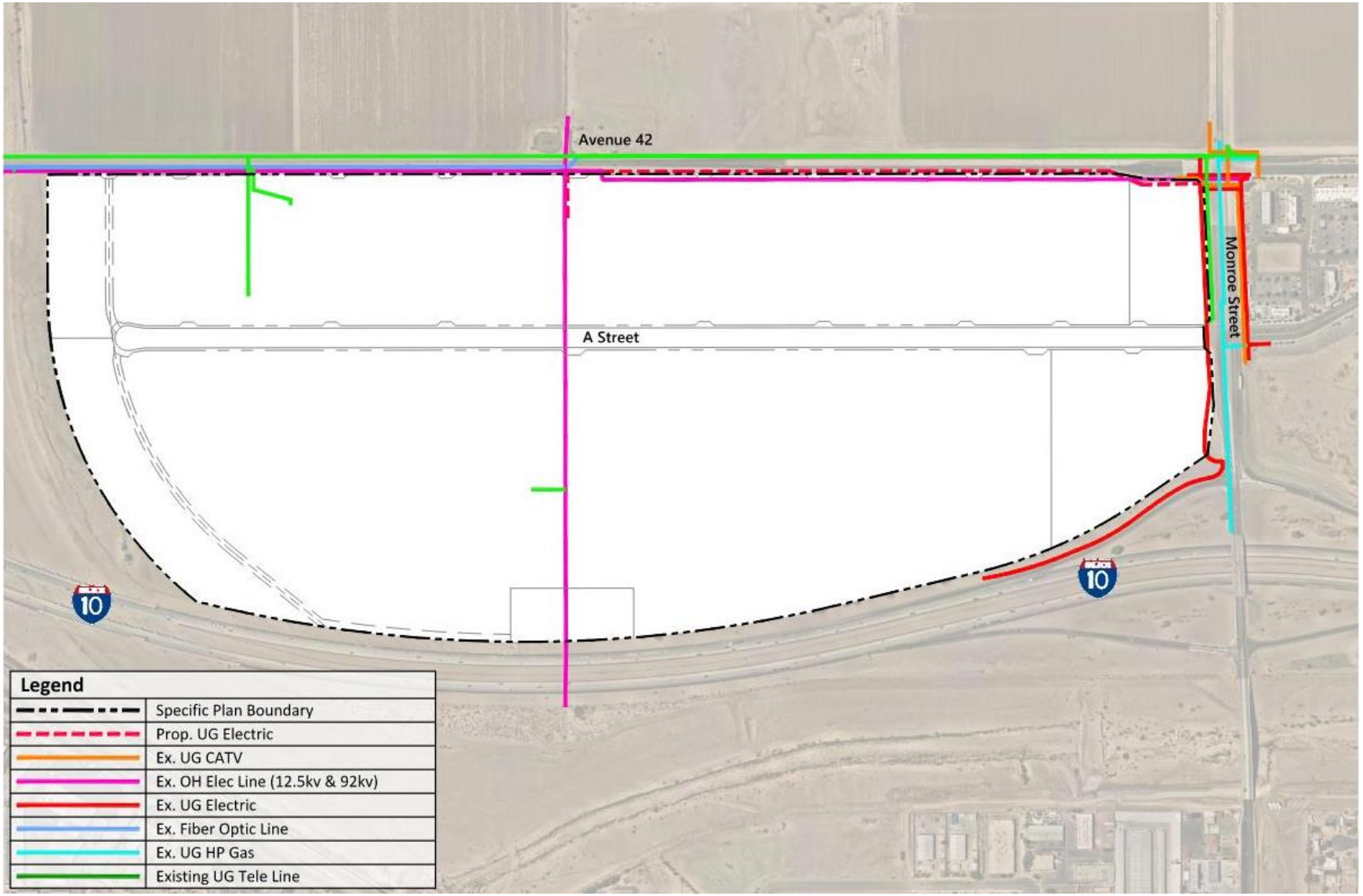


Figure 2-10: Conceptual Dry Utility Infrastructure Plan



2.5.5 Fiber Optics

The City of Indio has partnered with Magellan Advisors to develop a Fiber Master Plan to guide the development of reliable and cost-effective next-generation broadband. The Plan will develop strategies for enhancing broadband in the City of Indio to expand innovation and quality of life.

Connections to fiber optic networks do not currently exist within the Specific Plan Area. As the infrastructure needed to deliver these services is made accessible in the future, individual projects will have the opportunity to connect and make these services available.

2.5.6 Solid Waste

The City of Indio has agreements with Burrtec Waste and Recycling Services (Burrtec) for residential and commercial trash and recycling collection. Burrtec's contract calls for solid waste to be transported to the Indio/Coachella Valley Waste Transfer Station in Coachella located approximately 5.5 miles southeast of the Specific Plan Area.

2.6 Public Services

2.6.1 Police

Police protection is provided by the City of Indio Police Department (IPD), located at 46800 Jackson Street. The IPD includes three divisions – Support Services Division, Field Services Division, and Investigative Services Division.

2.6.2 Fire

The Riverside County Fire Department provides the City of Indio fire protection and emergency services. Four fire stations are located throughout the City to provide timely response and services. Fire Station 86 is the main headquarters of the Fire Administration and Prevention Offices. Fire Station 80 is the nearest station, approximately 2 miles north of the Specific Plan Area.

Table 2-3
Riverside County Fire Station Locations

Riverside County Fire Department Stations	Approximate Distance to Specific Plan Area
Indio Station #1: Station 86 @ 46990 Jackson St.	3.5 Miles
Indio Station #3: Station 88 @ 46621 Madison St.	3 Miles
Indio Station #4: Station 80 @ 81025 Avenue 40	2 Miles
Indio Station 5:	2.5 Miles

Table 2-3 Riverside County Fire Station Locations	
Riverside County Fire Department Stations	**Approximate Distance to Specific Plan Area**
Station 87 @ 42900 Golf Center Pkwy	

2.6.3 Schools

The Specific Plan is served by the Desert Sands Unified School District (DSUSD). Assigned schools include Ronald Reagan Elementary School, Desert Ridge Academy, and Shadow Hills High School.

2.6.4 Library Services

Library services are managed by the County of Riverside. The Indio Library, located at 200 Civic Center Mall, City of Indio, is a branch of the County of Riverside library system.

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Chapter 3 – Development Regulations

3.1 General Provisions

This section formally establishes the use restrictions and development standards (zoning) for The Oasis at Indio Specific Plan. The regulations provided herein work in concert with the guidelines set forth in Chapter 4, Design Guidelines, of this Specific Plan to achieve the vision of The Oasis at Indio Specific Plan.

3.2 Definition of Terms

- The meaning of words, phrases, titles, and terms shall be the same as provided in the City of Indio Unified Development Code, unless otherwise specifically defined in this Specific Plan.
- ***Industrial:*** Is intended to accommodate a wide variety of employment-generating uses and protect these areas from incompatible uses. The Industrial Use District (PA 4) provides for offices, business and industrial parks, research and development, warehouses, distribution centers, light manufacturing, public and quasi-public uses, and supportive commercial uses.
- ***Mixed-Use:*** shall mean a complementary mixture of land uses including commercial, retail, services, office, and residential uses that are part of an integrated single development, either by parcel or within a district. Land uses may be arranged vertically in one or multiple-story buildings or horizontally within separate buildings on a lot, site, or parcel. A mixed-use building is a structure containing residential and commercial uses, including live/work, or two types of commercial uses (retail, services, and office).
- ***Multi*-Family Residential**: Multi-family attached residential development projects consists of medium to high-density development ranging from 20 du/ac to 50 du/ac. There are a variety of multi-family housing types including duplexes, triplexes, fourplexes, townhomes, and multi-story apartments. The purpose of the provisions in this section is to contribute toward an urban environment of stable and desirable characteristics that is harmonious with existing and future development.
- ***Outdoor Dining:*** shall mean the extension of services of an existing restaurant or eating/drinking establishment to be provided on the public sidewalk or private common area adjacent to and within the confines of any frontage of that portion of the building where the restaurant use is situated.
- ***Pedestrian Zone:*** shall mean an area comprised of a pedestrian walkway and planting area with continuous or intermittent trees, shrubs, or planters adjacent to a development parcel.
- ***Regular Outdoor Events:*** events that have equal amounts of time between them, so that they happen, for example, at the same time each day, week, or month.

- ***Sporadic Events:*** shall mean an event that occurs infrequently, irregularly, or occurring in scattered instances.

3.3 Performance Standards

3.3.1 Security

Residential units within a mixed-use development shall be designed to ensure residents' security by providing secured entrances and exits that are separate from the non-residential uses and are directly accessible to parking areas. Non-residential and residential uses shall not have common entrance hallways or common balconies. Shared or common residential entrances shall automatically lock upon closing.

3.3.2 Noise and Ventilation

Residential units shall comply with the City's Noise Ordinance, which may include design to limit the interior noise caused by non-residential uses, overhead flights, and/or freeway adjacency to a maximum of forty-five (45) db in any habitable room with windows closed. Proper design may include, but not be limited to, building orientation, sound-rated windows, wall and ceiling insulation, and orientation and insulation of vents. Where windows must be closed to achieve the required level, means shall be provided for ventilation/cooling to provide a habitable environment.

3.3.3 Air Contaminants

Uses, activities, and processes shall not operate in a manner that emits excessive dust, odor, fumes, smoke, or particulate matter unless authorized under Federal, State, or local law. Sources of air emissions shall comply with all rules established by the Environmental Protection Agency (Code of Federal Regulations, Title 40), the California Air Resources Board, and the South Coast Air Quality Management District (SCAQMD). The City shall consult, when appropriate, with SCAQMD to determine which uses shall be equipped with emission-control devices or measures to preclude fugitive dust and particulate emissions from the site. Such devices or measures shall be approved by SCAQMD before issuance of a building permit or other approval authorizing construction activities. The owner shall maintain all devices.

3.3.4 Limitations on Use within a Mixed-Use Development

Any activity or use as determined by the Director not to be compatible with residential uses in a mixed-use development and/or to have the possibility of affecting the health or safety of residents due to the potential for the use to create dust, glare, heat, noise, noxious gases, odor, smoke, traffic, vibration, or other impacts, or create a hazard because of materials, processes, products, or wastes, shall not be permitted within any mixed-use development. This includes but is not limited to storing or shipping of

flammable liquids or hazardous materials beyond what is usually associated with residential use, such as welding, machining, or open flame work.

3.3.5 Maintenance

All properties within the Specific Plan Area shall be kept and maintained in a clean, neat, orderly, operable, and usable condition. This requirement applies to buildings, paving, fences, walls, landscaping, and any other structure or feature on the site.

3.3.6 Hours of Operation

The hours of operation for commercial/retail uses in a mixed-use development shall be no earlier than 7:00 a.m. and no later than 10:00 p.m. daily unless modified by an administrative or conditional use permit. The hours of operation for industrial warehouse use may operate 24 hours daily.

Construction hours of operation: It shall be unlawful for any person to operate, permit, use, or cause to operate construction equipment outside the hours listed below. However, the Community Development Director and/or City Engineer shall have the authority to allow alternative hours for construction as needed.

Construction Hours	Pacific Standard Time	Pacific Daylight Time
Monday through Friday	7:00 a.m. through 6:00 p.m.	6:00 a.m. through 6:00 p.m.
Saturday	8:00 a.m. through 6:00 p.m.	7:00 a.m. through 6:00 p.m.
Sunday and Government Holidays	9:00 a.m. through 5:00 p.m.	9:00 a.m. through 5:00 p.m.

3.3.7 Loading

Loading, unloading, and all service and maintenance activities shall be conducted within the hours of operation noted in Subsection 3.3.6 *Hours of Operation*.

3.3.8 Lighting

Lighting for nonresidential uses shall be appropriately designed, located, and shielded to ensure that it does not negatively impact the residential units in the development or any adjacent residential uses and shall comply with Indio Unified Development Code (IUDC) Section 3.02.11 *Outdoor Lighting*.

3.4 Permitted Uses

This section identifies the permitted, conditional, and accessory uses within the Specific Plan Area. Uses in the table are permitted subject to the permit criteria referenced. The Land Use Districts identified in Figure 2-1 provide a visual representation of the desired location of various potential uses for evaluation by the City during the review of development proposals. Three land use districts are included: Residential, Commercial/Retail, and Industrial. The residential and commercial/retail land uses allow for

both horizontal and vertical mixed-use on individual parcels and stand-alone uses allowed by Table 3-1, *Land Use Matrix*, below. Uses identified by:

- "P" is permitted by right in the designated land use district, subject to compliance with all applicable provisions of The Oasis at Indio Specific Plan development standards.
- "AUP" is permitted in the designated land use district following consideration by the Director to ensure that the use can be designed, located, and operated in a manner that will not interfere with the use and enjoyment of surrounding properties. An AUP is subject to the filing of an Administrative Use Permit in accordance with the requirements of the City of Indio Unified Development Code, Section 6.04.04 *Use Permits*.
- "CUP" is permitted in the designated land use district following consideration by the Planning Commission to ensure that the use can be designed, located, and operated in a manner that will not interfere with the use and enjoyment of surrounding properties. A CUP is subject to filing a Conditional Use Permit per the requirements of the City of Indio Unified Development Code, Section 6.04.04 *Use Permits*.
- "TUP" is used for an event, activity, or use on a short-term basis. Such use is permitted in conjunction with filing a Temporary Use Permit per the requirements of the City of Indio Unified Development Code, Section 6.04.05 *Temporary Use Permits*.
- "A" is permitted by right as an ancillary use in conjunction with the property's primary permitted or conditionally permitted use.
- "—" is not allowed within the designated land use district.

Any use not included shall be considered prohibited unless deemed to be similar to an allowable use as interpreted by the Community Development Director or his/her designee.

Where there are special development standards or regulations, the Indio Unified Development Code (IUDC) section is identified. Planning Review Applications shall be processed in accordance with Chapter 5 herein.

Table 3-1
Land Use Matrix

P = Permitted; AUP = Administrative Use Permit; CUP = Conditional Use Permit; TUP = Temporary Use Permit; A = Ancillary Use; -- = Not Permitted

Use[1]	Land Use District		Additional Notes
	Mixed-Use	Industrial	
Agriculture and Animal Keeping Uses			
Agricultural Support, Sales, Service, and Storage	--	P	
Aquaculture	--	AUP	

Table 3-1 Land Use Matrix			
P = Permitted; AUP = Administrative Use Permit; CUP = Conditional Use Permit; TUP = Temporary Use Permit; A = Ancillary Use; -- = Not Permitted			
Use[1]	**Land Use District**		**Additional Notes**
	Mixed-Use	**Industrial**	
Animal Raising and Keeping, Domestic Pets	A	--	See IUDC Ch. 4.04 (Animal Keeping)
Community Garden	A	A	
Greenhouse, Private	P	P	
Private Garden	A	A	
Automobile and Vehicle Uses			
Auto and Vehicle Rental	P	--	See IUDC Ch. 4.05 (Automotive Service and Repair/Fueling Stations)
Auto and Vehicle Sales, New	P	--	
Auto and Vehicle Sales, Used	P	--	
Auto and Vehicle Sales and Rental, Large Vehicles and Equipment	--	AUP	
Auto and Vehicle Services and Repair – Major	--	P	See IUDC Ch. 4.05 (Automotive Service and Repair/Fueling Stations)
Auto and Vehicle Services and Repair – Minor	P	P	See IUDC Ch. 4.05 (Automotive Service and Repair/Fueling Stations)
Auto and Vehicle Washing and Detailing	P	A	
Fueling Stations	AUP	AUP	See IUDC Ch. 4.05 (Automotive Service and Repair/Fueling Stations)
Truck Stop/Fueling Station	AUP	AUP	See IUDC Ch. 4.05 (Automotive Service and Repair/Fueling Stations)
Cannabis-Related Uses			
Cannabis Cultivation, Personal	P	--	Personal indoor cultivation of 6 or fewer live cannabis plants within a single private residence or inside an accessory structure located upon the grounds of a

Table 3-1 Land Use Matrix			
P = Permitted; AUP = Administrative Use Permit; CUP = Conditional Use Permit; TUP = Temporary Use Permit; A = Ancillary Use; -- = Not Permitted			
Use[1]	**Land Use District**		**Additional Notes**
	Mixed-Use	**Industrial**	
			private residence that is a fully enclosed and a secure structure is permitted per Chapter 4.07 (Cannabis Activity). Outdoor personal cultivation of live cannabis plants is prohibited.
Cannabis Retailer, Microbusiness, or Dispensary	P	--	See Chapter 4.06 (Cannabis Activity)
Eating and Drinking Establishments and Entertainment Uses			
Bar/Nightclub/Lounge	P	P	
Brewpub/Taproom/Wine Bar/Micro distillery	P	P	
Cinema/Theater/Performing Arts Center	P	P	
Drive-Through, Non-Restaurants (Accessory)	A	--	
Live Entertainment as Accessory Use, Indoors (Accessory)	A	A	See IUDC Section 4.27.02 (Temporary Uses)
Live Entertainment as Accessory Use, Outdoors (Accessory)	A, AUP, TUP	A, AUP, TUP	Regular outdoor events as an accessory use require an AUP. Sporadic events require a TUP (See IUDC Chapter 4.27 (Temporary Uses).
Outdoor Dining (Accessory)	A	A	
Restaurant, Dine-In and Take-Out	P	P	
Restaurant, Drive-Through	P	--	
Industrial and Manufacturing Uses			
Artisan Manufacturing/Makers Space	AUP	P	
Brewery/Distillery/Winery - without tasting room or > 10,000 sf	--	P	
Brewery/Distillery/Winery - with tasting room and <10,000 sf	AUP	P	

Table 3-1 Land Use Matrix			
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Use[1]	**Land Use District**		**Additional Notes**
	Mixed-Use	**Industrial**	
Construction and Materials Yards	--	AUP	
Food or Beverage Manufacturing	--	AUP	
Indoor Warehousing, Storage, Wholesaling, and Distribution	--	P	
Manufacturing/Processing, Light	--	P	
Outdoor Storage (Primary Use)	--	AUP	See IUDC Ch. 4.20 (Outdoor Storage)
Outdoor Storage (Accessory)	A	A	See IUDC Ch. 4.20 (Outdoor Storage)
Lodging			
Bed and Breakfast	CUP	--	
Lodging – Hotels/Motels/Extended Stay	P	--	
Recreation, Education, and Public Assembly Uses			
Instructional Services, <= 5000 sf	P	P	
Instructional Services, > 5000 sf	P	P	
Residential Uses			
Accessory Dwelling Unit (ADU) & Junior Accessory Dwelling Unit (JADU)	A	--	Per IUDC Ch 4.02 (Accessory Dwelling Units)
Child Day Care in a Home, Small	P	--	See IUDC Ch. 4.09 (Child Day Care in a Home (Small and Large) and Day Care Centers)
Home Occupation	A	--	See IUDC Ch. 4.15 (Home Occupations)
Cottage Food Operation	A/AUP	--	See IUDC Ch. 4.11 (Cottage Food Operations)
Live/Work	P	--	See IUDC Ch. 4.16 (Live/Work)
Residential Care Facilities, Large	CUP	--	
Residential Care Facilities, Small	P	--	
Multi-Family Dwelling, Triplex/ Quadplex	P	--	

Table 3-1 Land Use Matrix			
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Use[1]	**Land Use District**		**Additional Notes**
	Mixed-Use	**Industrial**	
Multi-Family Dwelling, ≥ 5 Units	P	--	
Single-Room Occupancy	CUP	--	
Small-Lot Detached Single-family	P		See IUDC Section 2.03.04
Supportive Housing	CUP	--	
Transitional Housing	CUP	--	
Yard Sales (Temporary)	P	--	See IUDC Section 4.27.02 (Temporary Uses)
Retail, Service, and Office Uses			
Alcohol Sales, Off-Sale	P	P	
Animal Sales and Services	P	--	
ATM (Accessory Use)	A	--	
Banks, Financial, and Savings and Loan Institutions	P	--	
Building Materials Sales and Services	AUP	P	
Business Support Services	AUP	P	
Convenience Market	P	--	
Food Preparation, Commercial	P	P	
Fortunetelling, Palm and Card Reading	P	--	
Funeral Homes and Mortuaries	P	P	
General Retail ≤ 5,000 sf	P	P	
General Retail/Superstore > 25,000	P	P	
Grocery Store	P	P	
Kennels/Boarding, Commercial	P	P	
Kiosk/Outdoor Vending	P	--	
Laundromat	P	--	
Massage Establishment, Accessory Use	A	--	
Massage Establishment, Stand-Alone	CUP	--	See IUDC Ch. 4.18 (Massage Establishment (Stand-alone))

Table 3-1 Land Use Matrix			
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Use[1]	**Land Use District**		**Additional Notes**
	Mixed-Use	**Industrial**	
Medical Services, Extended Care	AUP	AUP	
Medical Services, Medical/Dental/Holistic/Clinic	P	P	
Medical Services, Urgent Care	P	P	
Mini-Storage Warehousing or Facility	--	AUP	See IUDC Ch. 4.19 (Mini-Storage Warehousing or Facility)
Neighborhood Market	P	P	
Nursery/Garden Center	P	P	
Offices, Processing	P	P	
Offices, Professional /Administrative	P	P	
Offices, Service	P	P	
Outdoor Display (Accessory)	A	A	
Pawnshop	CUP	--	See IUDC Ch. 4.21 (Pawnshops)
Personal Services	P	P	
Research and Development	AUP	P	
Christmas tree sales, sidewalk and parking lot sales, seasonal sales, etc.	P	P	See IUDC Section 4.27.02 (Temporary Uses)
Smoke Shops	P	--	See IUDC Ch. 4.24 (Smoke Shops)
Smoking Lounge	P	--	
Tattoo/Body Art/Piercing	P	--	See IUDC Ch. 4.25 (Tattoo/Body Art/ Piercing Establishment)
Resale/Consignment/Thrift Shop	P	--	See IUDC Ch. 4.23 (Resale/ Consignment/ Thrift Shops)
Veterinary Hospitals	P	P	
Utility, Transportation, and Communication Uses			
Communications, Facilities within Buildings	AUP	P	

Table 3-1 Land Use Matrix			
P = Permitted; AUP = Administrative Use Permit; CUP = Conditional Use Permit; TUP = Temporary Use Permit; A = Ancillary Use; -- = Not Permitted			
Use[1]	**Land Use District**		**Additional Notes**
	Mixed-Use	**Industrial**	
Communications, Telecommunications /Large Commercial Antennas	AUP/CUP	AUP/CUP	An AUP or CUP is required, depending on the design and height of the large commercial antenna, as regulated by Section 4.26.03 (Large Commercial Antennas). See IUDC Ch. 4.26 (Telecommunications/ Wireless Facilities)
Communications, Telecommunications / Small Wireless Facilities	P	P	See IUDC Ch. 4.26 (Telecommunications/ Wireless Facilities)
Freight / Trucking Facility	--	AUP	
Light Fleet-Based Services	AUP	P	
Mobile Recycling Unit	A	A	
Parking Lots and Structures	A/AUP	P	
Renewable Energy System (Primary Use)	CUP	P	
Renewable Energy System, Building-Mounted (Accessory)	A	A	
Renewable Energy System, Stand-Alone or Ground Mounted (Accessory)	A, AUP	A	
Reverse Vending Machine (Accessory)	A	A	

Notes:

1. Uses shall be consistent with the criteria of the Bermuda Dunes Airport Compatibility Plan, including Table 3-2, Maximum Density/Intensity Calculations, and applicable County-wide criteria as may exist at the time of project review. Where the project is located in the Bermuda Dunes Airport Influence Areas, compatibility zones and regulations apply. See Appendix A.

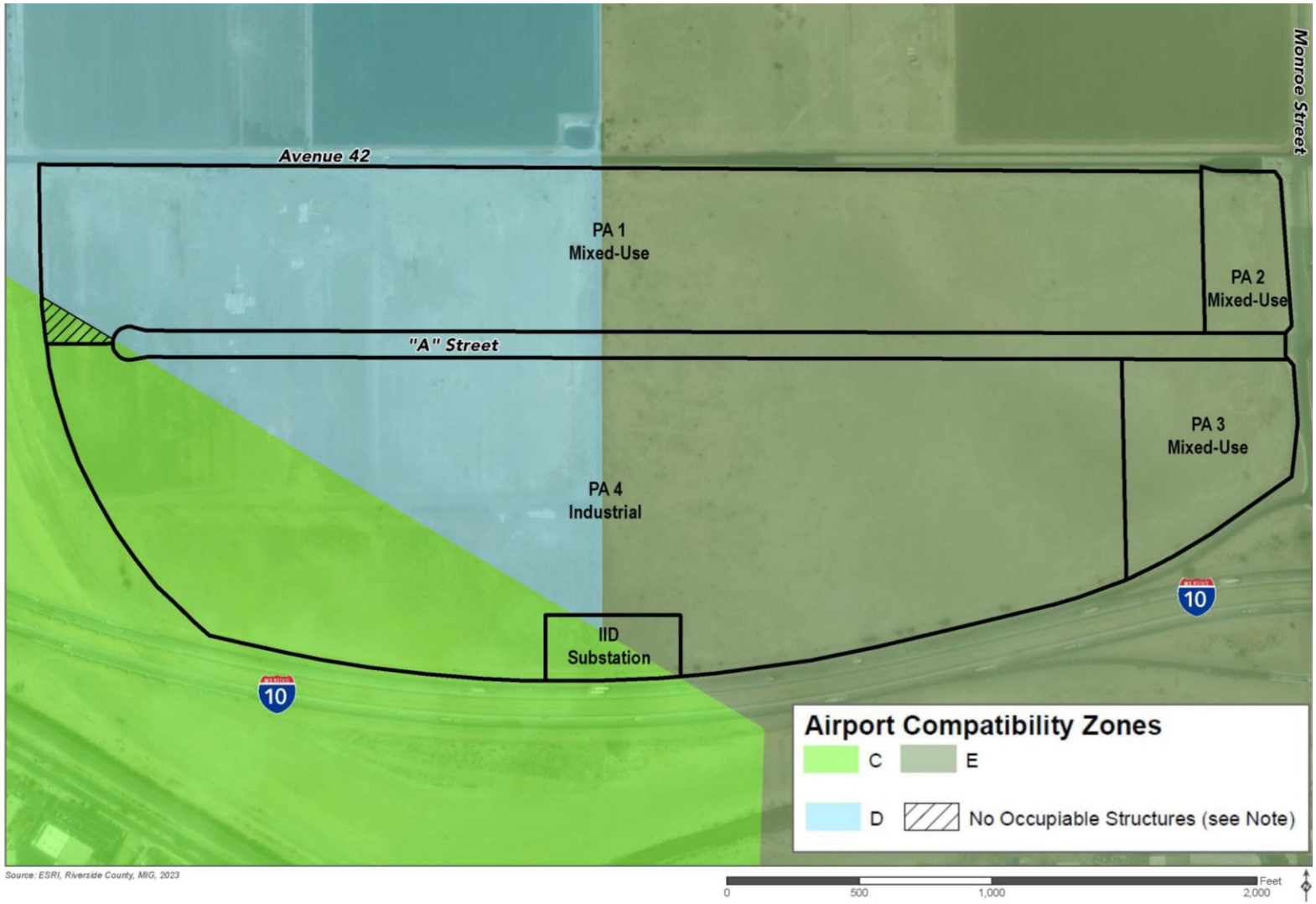
Table 3-2
Maximum Density / Intensity Calculations

Residential Densities	ALUC Zone			
• DU/AC[1]	**Zone C:** 0.2 (average parcel size ≥5.0 ac.) **Zone D:** Two options are provided for residential densities in Compatibility Zone D. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be greater than 5.0 dwelling units per acre (i.e., an average parcel size less than 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for an explanation of the rationale. All other criteria for Zone D apply to both options. **Zone E:** No Limit			
Non-Residential Intensities	**ALUC Zone**			**Notes**
	C	**D**	**E[2]**	
• Average	75	100	No Limit	The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
• Single Acre	150	300		Clustering of non-residential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
• With Bonus	198	390		An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
Required Open Land	20%	10%	No Req't	Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for the definition of open land.

Notes:

1. Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
2. Although no explicit upper limit on usage intensity is defined for Zone E, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in Zone E if its usage intensity is such that it would be permitted in Zone D.

Figure 3-1: Conceptual Site Plan with Airport Compatibility Zones



Note: In the PA1 area is an approximately 0.5 acre area that is hashed out. The PA1 area can be developed with structures of 20-50 du/ac, however, this portion of the PA1 area is also in the Airport land use Zone C which restricts residential density to a maximum of 0.2 du/ac. Therefore this area shall not be developed with occupiable structures but can be used for parking, open area, or other non-structure development.

3.5 Development Standards

The following standards establish the development criteria that shall apply within The Oasis at Indio Specific Plan Area

Table 3-3 Development Standards[1, 2 & 3]					
Standard	**Mixed-Use District**			**Industrial**	**Additional Comments/Regulations**
	MF Residential	**MU**	**COM**		
Lot and Density Standards					
Density (Units/Gross Acres)	20-50		--		See Indio Municipal Code Chapter 154 (Density Bonuses and Other Incentives for Low-Income and Senior Housing).
Min. Project Site	10,000 sf				
Min. Lot Width/Depth	N/A	N/A		N/A	
Max. Non-Residential Floor Area Ratio[4]		0.50		0.60	
Max. Height (ft)/Stories	60 ft/4 stories	60 ft/4 stories	60 ft/3 stories	Zone C: 70 ft Zone D/E: 100 ft	Subject to the Bermuda Dunes Airport Land Use Compatibility Plan. FAA review would be required for any structures with top of roof exceeding 127 feet above mean sea level (AMSL).
Max. Height (ft) – w Architectural Features	70 ft			---	
Max. Height (ft) - Accessory Building	30 ft	---	---	---	
Min. Ground Floor Height –	N/A	18 ft	---	---	

Table 3-3 Development Standards[1, 2 & 3]					
	Mixed-Use District				
Standard	**MF Residential**	**MU**	**COM**	**Industrial**	**Additional Comments/Regulations**
Non-residential (Floor to Floor)					
Minimum/Maximum Building Site Setback[5]					
Avenue 42	25 ft	10 ft/20 ft	10 ft	---	See IUDC Section 2.03.06 Mixed-Use & M-F Residential Design Standards, Figure 2.03.06-1 *(Building Frontage Location)*
Monroe Street	10 ft	10 ft	10 ft	---	
"A" Street[6]	50ft	15 ft	15 ft	10 ft	Muni Code: Per Section 95C.08 (A) Standing motor vehicles. No person shall operate or permit the operation of any motor vehicle with a gross vehicle weight rating in excess of 10,000 pounds, or any auxiliary equipment attached to such a vehicle, including but not limited to refrigerated truck compressors, for a period longer than 15 minutes in any hour while the vehicle is stationary and on a public right-of-way or public space, within 150 feet of a residential area between the hours of 7:00 p.m. and 7:00 a.m., except when movement of said vehicle is restricted by other traffic.
Private Street	5 ft	5 ft	5 ft		

Table 3-3 Development Standards[1, 2 & 3]					
Standard	**Mixed-Use District**			**Industrial**	**Additional Comments/Regulations**
	MF Residential	**MU**	**COM**		
Alley or Common Drive	5 ft	5 ft	5 ft	--	
Interior Property Line	5 ft	10 ft	10 ft	0 ft; 20 ft adjacent to residential	
Freeway Right-of-Way	20 ft	20 ft	10 ft	10 ft	
Distance between Structures	Minimum required by adopted Building and Fire Code.				
Parking Frontage[7]					
Max. Surface Parking Along Avenue 42 and Monroe St. Frontage	30%	30%	---	---	No more than 30% of the primary street frontage shall be devoted to parking. (See IUDC Figure 2.03.03-1. Maximum Parking Frontage Along a Primary Street)

Table 3-3 Development Standards[1, 2 & 3]					
	Mixed-Use District				
Standard	MF Residential	MU	COM	Industrial	Additional Comments/Regulations
Minimum Open Space Standards					
Minimum Per Unit	190sf/unit; Min. of 100 sf of private open space is required for ground-level units and 60 sf of private open space for upper-level units.	100 sf/unit; Mixed-Use Developments; a minimum of 50% of the units must have 60 sf of private open space.	---	---	Minimum private open space is 6 feet in either direction. Common open space includes roof decks and other shared common open areas. Minimum common open space dimension is 20 feet in either direction. Setback areas are not considered usable open space unless they are at least 20 feet wide. Up to 40 sf per unit can be provided in an indoor communal space so long as it opens directly onto a common outdoor space.
Min. Usable Open Space applies to mixed-use Commercial over 25K sf	---	3% of gross floor area	---	---	Could be common open space for employees or publicly accessible open space. If the open space is over 1,000 square feet and provided as publicly accessible, up to 50 percent may be counted towards the required residential common open space.
Min. Landscaping (% of lot)	10% of the lot, of which 50% must be planted with live	10% of the lot, of which 25% must be live plant material.			

Table 3-3 Development Standards[1, 2 & 3]					
Standard	Mixed-Use District			Industrial	Additional Comments/Regulations
	MF Residential	MU	COM		
	plant material				
Minimum Parking Lot Landscaping	15% of the total off-street open parking area shall be Landscaped. A min. 1/3 of the required landscaping shall be distributed within the interior of the parking facility and the remaining two-thirds shall be provided as peripheral planting on the exterior edges of the parking area.				
Other Standards					
Rules of Measurement	See IUDC Chapter 3.01				
Accessory Structures	See IUDC Section 3.02.04				
Setbacks and Encroachments	See IUDC Section 3.02.03				
Utilities, Services Areas, and Building Equipment	See IUDC Section 3.02.07				
Refuse and Recycling	See IUDC Section 3.02.08				
Landscaping	See IUDC Section 3.02.09				
Fences, Walls, and Screening	See IUDC Section 3.02.10				
Outdoor Lighting	See IUDC Section 3.02.11				
Off-Street Loading	See IUDC Section 3.03.10				
Bicycle Parking	See IUDC Section 3.03.09				
Signs	See IUDC Chapter 3.05				

Notes:

1. Properties located within the Airport Influence Area (AIA) shall be subject to the requirements and standards of the Bermuda Dunes Airport Compatibility Plan (ALUCP).
2. Densities and intensities shall be consistent with the criteria of the Bermuda Dunes Airport Compatibility Plan, including applicable County-wide criteria as may exist at the time of project review.
3. Number of employees shall be based on the largest shift that occurs in a typical week.
4. Individual parcels within PA 4 may exceed the maximum FAR provided that the sum of the industrial development FAR within PA 4 does not.
5. Setbacks from public streets shall be measured from public right-of-way. “A” Street setback shall be measured from lot line/right-of-way.
6. A 50-foot-wide minimum setback along the north side of ”A” Street in PA 1 shall include an enhanced landscaped transition zone. The landscape shall encompass a living desert landscape environment comprised of large canopied evergreen shade trees, shrubs, and semi-tropical flowering plants to create a natural lush low-water landscape with a variety of shapes, intriguing color palettes, and textures. Landscaping may include walkways, benches, trellises, thematic fencing and walls, and related amenities.
7. Surface parking limitations are not applicable along ”A” Street.

3.5.1 Supplemental Development Standards

1. Certain real estate transactions involving residential property within any compatibility zone must disclose information regarding airport proximity and the existence of aircraft overflights. California state statutes set this requirement (Business and Professional Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353). With certain exceptions, these state requirements apply both to the sale or lease of newly subdivided lands and to the sale of existing residential property.

2. Deed Notices. A deed notice shall be recorded for each parcel associated with any discretionary land use action affecting property within an airport influence area. The notice shall include the language indicated below with respect to real estate transfer disclosures.

   NOTICE OF AIRPORT IN VICINITY: This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

3. Access - Appropriate access routes necessary for fire and safety access, subject to City approval, shall be provided for all areas of a project. See also the City standards in the City Design and Engineering Manual.

4. All developments shall use desert-appropriate sustainable materials that can withstand the desert environment.

3.5.1.1 Supplemental Multiple-Family and Mixed-Use Development Standards (PA 1, PA 2, and PA 3)

1. Table 3-3 Development Standards (Minimum Open Space Requirements for Multiple-Family and Mixed-Use Development Projects), above, establishes the minimum open space requirements for multiple-family development projects and the multiple-family residential portion of mixed-use development projects. The required open space area shall be calculated on a per unit basis and includes [i] private open space for the exclusive use of a dwelling's occupants and guests, and [ii] common open space areas for the enjoyment of all residents within a development project. Common open space consists of active areas, with recreation facilities, and passive areas incorporating features that enhance the appearance and desirability of a development project including plantings, pathways, waterscape, hardscape, rockscapes, shade structures, seating, raised planters, and other unique features.

2. The ratios of “private” open space area to “common” open space area specified in Table 3-3 Development Standards (Minimum Open Space Requirements for Multiple-Family and Mixed-Use Development Projects), above, are recommended and may be adjusted by the developer, based upon the housing market the proposed development is intended to serve, and subject to

approval by the approving authority for the project. At a minimum, the "required total" open space for multiple-family development projects shall be provided.

3. Publicly Accessible Open Space (PAPOS) and private common open space in multi-family residential projects and residential mixed-use projects shall comply with Article 2, Section 2.03.06.I of the IUDC.

4. Private Open Space is intended for private use for each dwelling unit and may include balconies (covered or uncovered), private gardens, private yards, terraces, decks, and porches, among others. Private open spaces shall meet the following standards:

    a) Be directly accessible from a residential unit.

    b) Minimum dimension of 6 feet in any direction. Entry porches with a minimum dimension of 6 feet by 10 feet.

    c) Minimum clear height dimension of 8 feet 6 inches.

    d) May be covered but cannot be enclosed. Private open space is considered enclosed when the space between a floor, decking, or ground level and a roof structure has more than two sides taller than 50 inches in height.

    e) Ground level private open space shall be screened or buffered from adjacent private or common open space and dwellings by landscaping, fencing, walls, trellises, or other screening elements. Such screening or buffering shall be a minimum of 30 inches and a maximum of 42 inches in height.

5. Residential units shall be designed to ensure residents' security by providing separate and secured entrances and exits that are directly accessible to parking areas. Where residential units are in the same structure as non-residential/commercial uses, access to residential units shall be from a secured area or entrance located on the ground floor. Nonresidential and residential uses located on the same floor shall not have common entrance hallways or common balconies. Shared or common residential entrances shall automatically lock upon closing.

6. A mixed-use building containing two types of commercial uses (retail, services, and office), can collectively be on all floor levels.

7. Subterranean parking may extend to all property lines.

8. Block Size - The maximum block size shall be no greater than four acres in size. No block shall be greater than 800 feet in length without a publicly accessible path or street connecting from one public right-of-way to another public right-of-way or turnaround point. Alleys can count as a connecting street or publicly accessible path.

9. External Connectivity - Streets within any proposed building/development site shall, to the extent feasible and unless alternatively approved by the Director, be aligned with existing and planned streets and pathways in the surrounding area to create a continuous street pattern. All

streets, alleys, pedestrian and bike pathways in any building/development site shall connect to other streets and to existing and planned public sidewalks, streets, open spaces, and bike paths outside the proposed development to the extent feasible. Any dead-end street longer than 300 feet shall be connected to other streets by a pedestrian path.

10. Multi-Modal Site Access - Pedestrian and bike connections shall connect to existing and proposed public sidewalks, streets, open spaces, bike paths, bicycle parking areas, and automobile parking areas adjacent to the Specific Plan Area.

11. A pedestrian pathway or multi-use path (pedestrian and/or bicycle) between buildings or through parking lots from the sidewalk to the interior of the site shall be provided for every 800 feet of a project's frontage.

    a) Pedestrian pathways/sidewalks shall have a minimum six-foot wide unimpeded throughway for the extent of the path or sidewalk.

    b) Multi-use paths through sites that connect two parallel public or publicly accessible rights-of-way shall permit at a minimum one location with 24-hour access for pedestrians, cyclists, and as appropriate emergency vehicles, and shall provide at minimum a 10-foot-wide path.

12. Pedestrian pathways/sidewalks connecting to the public sidewalk and other planned or existing pedestrian routes or trails shall be provided. A pedestrian pathway/sidewalk shall connect the primary building entry or entries to the public sidewalk on each street frontage. Pedestrian pathways/sidewalks a minimum of five feet wide shall be provided from the public right-of-way to all primary entryways, common areas, guest/customer vehicle parking, and bicycle parking areas.

13. Where a non-residential zoned property abuts a residential or mixed-use zoned property, a solid masonry wall shall be installed along the adjacent interior property lines with a minimum height of six feet and a maximum height of eight feet.

3.5.1.2 Drive-through Aisle Standards

1. The entrance/exit of any drive aisle shall be a minimum of 50 feet from an intersection of public rights of way (measured at the closest intersecting curbs).

2. A clearly identified area shall be provided for vehicles waiting for drive-up or drive-through service that is physically separated from other onsite traffic circulation. The Director may approve alternatives to the requirements of this Subsection where it is determined that the alternate design will, given the characteristics of the site, be equally effective in ensuring on- and off-site pedestrian and vehicular traffic safety and minimizing traffic congestion.

3. The stacking area shall accommodate a minimum of five cars for each drive-up or drive-through window in addition to the vehicle receiving service.

4. The stacking area shall be located at and before the service window (e.g., pharmacy, teller, etc.).

5. Separation of the stacking area from other traffic shall be done by concrete curbing or paint striping on at least one side of the lane.

6. The drive-through aisle shall be screened from the sidewalk or street with landscaping or decorative walls and berms.

3.5.1.3 Supplemental Industrial Development Standards (PA 4)

1. A Fourteen-foot-wide landscaped area (including four feet of right-or-way) shall be provided along ”A” Street.

2. A pedestrian pathway between buildings or through parking lots from the sidewalk to the interior of the site shall be provided at the primary ingress/egress access point of a project’s frontage.

    a) Pedestrian pathways shall have a minimum six-foot wide unimpeded throughway for the extent of the path.

    b) A five-foot wide pedestrian pathway shall connect the primary building(s) entry to the public sidewalk on the south of ”A” Street.

3. Differentiated paving materials, textures (i.e., stamped patterns), and/or colors shall be required where pedestrian paths cross parking areas (where applicable).

4. Loading docks shall be permitted on building facades that directly face ”A” Street.

5. Loading docks and truck parking areas shall be visually screened from view along the internal “A” Street with a 12-foot-high wall, landscaping, and/or other screening features or barriers (such as berms).

6. Gated entry points are permitted in Planning Area 4. If entry gates are used, they shall be positioned to allow enough distance for the stacking of at least two (2) trucks on the lot to preclude queuing of trucks on public streets.

7. Outdoor storage may not be located within any required front or street-side yard. Outdoor storage areas shall be screened from view.

8. Outdoor loading and storage areas and loading doors shall be screened from public view by decorative concrete or masonry walls with lockable view obstructing gates. Such walls shall be a minimum of eight feet in height and shall be of sufficient height to screen all outdoor materials and equipment, tractors, trailers, and loading doors from public view.

9. For security purposes, fencing along the I-10 may include fencing or wall material at least six feet in height.

10. Semi-truck idling shall be restricted to fifteen minutes.

11. The loading and unloading of vehicles, operating of forklifts or cranes shall be prohibited within 200 feet of a residence.

3.6 Parking

Parking standards for uses within the Specific Plan Area are shown in Table 3-4: Off-Street Vehicle Parking Standards.

Table 3-4
Off-Street Vehicle Parking Standards

Use	Standards
Residential	
Multi-Family Dwellings	• 1 per studio or one-bedroom unit • 1.5 per two-bedroom unit • 2 per unit with three or more bedrooms • Plus 0.2 guest spaces per unit
Live/Work	1 space per 1,000 square feet of nonresidential use 1 space per residential unit.
Commercial	
Commercial, Inclusive of Retail, office Use, Services, Restaurants (Dine-In, Take-Out and Drive-Thru)	3.5 spaces/1,000 sf
Lodging – Hotels, Motels, Extended Stay, Inclusive of ancillary retail, food service, and conference	1.25 spaces/key
Community Assembly	1 space/4 fixed seats, or 1 space/40 sf of assembly area if no fixed seats
Industrial	
Freight/Trucking Facility	2 spaces/1,000 sf of office space, plus 1 space/service or fleet vehicle, plus 1 space/service or fleet vehicle. Trailer parking: 1 trailer parking space per loading door.
Warehouse	Up to 200,000 SF: 1 space per 1,250 sf of gross floor area All Additional SF: 1 space per 5,000 sf of gross floor.
	Trailer parking: 1 trailer parking space per loading door.
Ancillary Office	1 space/1,000 sf
Manufacturing/Processing, Light	0.5 spaces/1,000 sf

In addition to the ratios shown, the following criteria are required:

1. Required parking spaces must be available for residents, customers, or employees of the use. Parking and loading areas shall be accessible for their intended purpose during all hours of operation. Fees may be charged for the use of required parking spaces.

2. Stacked or valet parking is allowed if an attendant is present, or an automated system is in place to move vehicles. Uses with valet parking shall provide an approved valet parking plan which includes insurance provisions for patrons. Such provisions must be approved by the City Attorney. If stacked parking managed by an attendant is used for required parking spaces, an acceptable form of guarantee must be filed with the Director ensuring that an attendant will be present while the parking lot is in operation.

3. Residential parking spaces in a mixed-use development shall be assigned to residential occupants.

4. Parking ratios and fraction calculations shall be governed by IUDC 3.03.05.E (Calculation of Required Spaces).

5. An Ancillary use in conjunction with the primary use on the property shall not be subject to additional parking.

6. In a mixed-use building where ancillary service or small-scale food service commercial uses are a small component of the project (less than or equal to 2,000 square feet or 20% of the first-floor area, whichever is more stringent), no additional parking is required. Commercial uses more than 2,000 square feet or over 20% of the floor area shall be parked per the ratios in Table 3-4.

7. Exceptions and reductions to off-street parking shall be governed by IUDC 3.03.06 (Exceptions and Reductions to Off-Street Parking).

8. Required parking for residential uses shall be on the same lot as the dwelling or use they serve on a parcel or tract owned in common by all the owners of the properties that will use the parking area. Required parking spaces serving nonresidential uses shall be located on the same lot as the use they serve.

9. Parking Development and Design Standards shall be governed by IUDC 3.03.08 (Parking Development and Design Standards).

10. In the event that parking characteristics evolve due to new technologies or changes in parking demand, modified parking standards may be proposed based upon a parking demand analysis reviewed and approved by the City as part of the development plan review.

11. New technologies such as parking lifts are permitted, subject to review as part of the development plan review.

12. Handicapped parking spaces shall be provided in accordance with State and Federal regulations and shall be considered in the calculation of required spaces.

13. Electric Vehicle (EV) charging stations shall be governed by Title 24 requirements at the time of permit issuance.

14. Bicycle parking shall be governed by IUDC 3.03.09 (Bicycle Parking) based on use type.

Chapter 4–Design Guidelines

The general framework for the physical design of The Oasis at Indio Specific Plan is to ensure the development of a high-quality and cohesive mixed-use project while allowing for variation and flexibility. These guidelines are intended to complement the Development Standards outlined in Chapter 3 and to provide general directions on implementing the vision and fundamental concepts established by the Specific Plan for the future design of buildings, streetscapes, and other spaces. These guidelines are not a set of rigid requirements; instead, they are general and illustrative in nature and are intended to provide a range of flexibility to encourage creativity and variety on the part of designers. The overall goal is to ensure that the intent and spirit of the design guidelines are followed to attain the best possible design solutions.

The objectives of these Design Guidelines are to:

- Promote compatibility with surrounding uses.
- Ensure a site design that provides appropriate transitions and buffer space and/or design features that reduce negative impacts at the source.
- Provide guidelines that allow flexibility for practical application and creative expression.
- Ensure functional pedestrian and motor vehicle circulation within a project and convenient pedestrian connections between residential and retail commercial developments.
- Provide landscaping that improves the streetscape experience and is supportive of the site's character and the character of the surrounding community.

The Oasis at Indio Specific Plan features a contemporary mixed-use development containing multi-family residential, commercial, and industrial uses that take advantage of the property's location near regional transportation corridors. The Oasis at Indio is a place where businesses can locate, thrive, and have access to goods and services, as well as where multi-family homes in an urban residential area are within walking distance -of shopping, employment opportunities, and a variety of transportation modes. Many of the design guidelines apply to all Planning Areas within the Specific Plan Area. However, due to the different land use districts and settings, some guidelines specifically apply to residential, commercial, mixed-use, or industrial land uses. The applicable planning area is referenced to establish which guideline applies. These Guidelines will be implemented through careful coordination between the master developer and the City of Indio during the entitlement review process.

4.1 Multi-Family Guidelines

Site Design

- Ensure that new residential developments provide adequate on-site recreational and open space amenities, generous streetscapes, and landscaped front yards consistent with the values and standards of the community and the needs of new development.
- Buildings should be oriented to promote privacy for individual residential units to the greatest extent possible.

- Buildings should be grouped to create a functional and visual relationship between them and clustered when feasible to maximize surface/ground level areas for other uses such as parks, usable open spaces, and paseos.
- Establish connections among buildings through structural and landscape elements.
- Provide an array of pedestrian amenities integrated into the development's overall design and character, such as seating areas, drinking fountains, landscape planters, water fountains, shade canopies, and trash receptacles.



Ex: Simple geometric forms, repeated patterns, mass breaks, and building articulation.

- Buildings should be oriented towards public spaces or common areas to provide “eyes on the street” to create welcoming and safe places for residents.

Parking

- Structured, surface, and semi-subterranean parking areas should be designed and placed to be unobtrusive and have minimal impact on the character and scale of residential and mixed-use land uses.
- Semi-subterranean parking in residential buildings may extend to all property lines, provided that the aboveground section of the semi-subterranean parking garage does not rise more than 4 feet from ground level, does not encroach within or interfere with applicable utility easements, and is completely screened from street view by landscape treatments.

4.1.1 Exterior Design

Primary versus Secondary Exposures

- The primary exposure(s) of buildings are those side(s) of buildings that contain the main entry and face public streets. Primary exposures should receive greater attention to design detail than those that are screened from pedestrian-level, street view by walls, landscaping, or buildings.

Secondary exposures, which are the sides of buildings that face driveways or interior private streets and do not feature the main building entry. While they should be architecturally compatible with the primary exposures, they do not require the same level of detail.

Building Form, Mass, and Scale

- Encourage sustainable building practices.
- Encourage the use of building techniques and materials that relate to Indio’s warm and dry desert climate. Promote solar control and use of shade in building design and associated pedestrian amenities.

- Simple geometric forms shall constitute the overall building form. Rectangular forms are encouraged to promote balance and visual interest. Arbitrary, complicated building forms shall be avoided.
- Towers and other vertical/prominent building features should be used to accentuate key elements such as building entries and pedestrian plazas or courtyards.
- Multi-family residential buildings shall express a rhythm and pattern through repeated patterns of lines, shapes, forms, and/or colors that reflect the size and scale of a housing unit and/or individual rooms and spaces.
- Buildings greater than three stories in height with building facades greater than 150 feet in length shall have a minimum of one major mass break. Building facades greater than 300 feet in length shall have a minimum of two major mass breaks. Mass breaks shall be a minimum of:
    - Vertical shift modulation of five feet deep and ten feet wide and extend at minimum the full height of the building above the ground floor, including a break in the roofline.
- Building facades greater than 75 feet in length shall have at least one minor mass break. Minor breaks shall be a minimum of:
    - Vertical shift modulation of two feet deep and four feet wide and extend at minimum the full height of the building above the ground floor, including a break in the roofline.
- Reduce the visual impact of long building facades using various paint colors, building materials, recesses, offsets, reveals, decorative fixtures, landscaping, screen walls, and other methods.
- Use building organization and construction to derive scale and articulation rather than surface ornamentation.
- Small-scale articulation of building facades, roofs, materials, colors, and textures are appropriate at locations where pedestrians will experience them.
- Modulation and variation of building masses between adjacent buildings visible from public streets is encouraged.



Ex: Small-scale articulation, and visually appealing and identifiable entry.

Building Articulation

- All facades shall include a minimum of two of the following facade articulation strategies to create visual interest:
    - Change in texture
    - Change in color
    - Change in material
    - Vertical and horizontal recesses such as a pattern of recessed grouping of windows, recessed panels, or similar strategies.
    - Vertical and horizontal projections such as shading and weather protection devices, decorative architectural details, or similar strategies.
    - Datum lines that continue the full length of the building, such as cornices
    - Screening devices such as lattices, louvers, trellis elements, or other similar strategies.
    - Balconies

  - Pilasters
  - Material inlays
  - Variation of architectural styles
- Building offsets or recesses may be used to accentuate building entries and form courtyards.

Building Components (Base/Middle/Top)

Buildings of three stories or less shall include a defined base and top. Buildings four stories and higher shall be designed to differentiate a defined base, a middle or body, and a top, cornice, or parapet cap. Each of these elements shall be distinguished from one another for a minimum of 80% of the facade length through use of two or more of the following:

- Horizontal facade modulation.
- Horizontal facade articulation and/or variation in facade articulation strategy.
- Variation in facade rhythm and pattern.
- Variation in fenestration strategy (size, proportions, pattern, and depth or projection).
- Variation in material (facade material, material size, texture and/or pattern) and color.

Building Base

- Buildings should rest on a noticeable foundation base or pedestal to visually anchor the structure to the ground unless the Director approves an acceptable alternative.
- When used, the types of materials appropriate for the building base should project an image of durability, quality, and permanence and may include:
  - Plaster
  - Ceramic tile
  - Granite
  - Stone
  - Marble
  - Split-face concrete block



Ex: Building Component (Base/Middle/Top)

Building Middle

- Create visual rhythms in the building's middle through repetitive façade elements such as rows of windows and columns.
- Segment the building faces into a series of defined areas using columns, piers, windows, awnings, and other combinations that define the vertical space.

Building Top



Ex: Primary residential building entry shared by multiple units.

- Buildings should be crowned with a discernible roof cap or edge feature that defines the top of the building unless an acceptable alternative is approved by the Director.
- Appropriate elements for the cap include:
    - Protruding crown molding
    - Roof corbels supporting roof overhangs
    - Roof brackets supporting eave overhangs.
    - Shaped, foam-based, plaster-covered cornice
    - Stepped parapets
    - Textured materials, such as brink masonry
- The types of materials appropriate for the building cap may include:
    - Plaster
    - Ceramic tile
    - Granite
    - Stone
    - Marble
    - Split-face concrete block

Corners and Towers

- When used, tower elements should be located at a focal point, such as the terminus of the main entrance or a major intersection.
- Tower elements or other prominent building features may be used to accentuate key elements such as building entries, converging walls, and pedestrian plazas or courtyards.
- Where appropriate, design building corners at highly visible locations with unique architectural features to emphasize the building entrance.

Colonnades

- If appropriate, project out or set back upper floors to create colonnades or other pedestrian passages with access to fresh air and natural lighting.
- If used, design colonnades for pedestrian connectivity, protection from the elements, and aesthetic appeal.
- Consistent column placement should define the arcade and frame the building façade.
- Align the openings in the colonnade with doors and windows.

Building Entry Treatment

- Entries shall be visually appealing and identifiable using elements such as changes in building massing, colors, materials, roof heights, enriched materials, architectural detailing, and the use of tower elements or recesses.

- Primary residential building entries shared by multiple units (e.g., leading to upper stories) should be accentuated from the overall building façade through a façade modulation that includes at least one of the following:
    - A recess or projection from the primary facade plane with a minimum depth of two feet.
    - A change in roof form.
    - Weather protection that is a minimum of six feet wide and four feet deep by recessing the entry, providing an awning/canopy, or using a combination of these methods.

Roofs

- Roof styles and materials shall be architecturally and aesthetically compatible.
- Although most roof areas may be flat, the massing of visible elevations shall be broken-up with elements such as sloping roofs, including hips or gable forms (as appropriate to the primary architectural style), variation in roof heights, or parapet treatments with architectural details.
- Roof pitch shall be in proportion to the design of the building and in conformance with code regulations for the roof material.



Ex: Variation in roof heights and style to reduce massing.

Screening of Refuse/Recycling Containers, Utility Equipment, and Mechanical Equipment

- All above-ground utilities and equipment (e.g., electric and gas meters, fire sprinkler valves, irrigation backflow prevention devices, etc.), service areas, and outdoor storage areas shall be integrated into building and landscape design and located to minimize impact on the pedestrian experience and neighboring properties.
- On-site utilities and equipment, service, storage, and non-passenger loading areas shall not be located within 25 feet of a street corner.
- Electrical and gas meters should be located on the rear or side elevation and should be clustered, screened by landscaping or walls, and/or located behind doors. Screening utility meters behind doors is not required where meters are in screened service areas and service courts or in “back of house” areas not intended for public access.
- Screening walls and utility enclosures should be designed as integral architectural features of the building.
- Utilities and equipment, service, refuse and recycling collection or storage areas, and non-passenger loading areas shall be located on non-primary street frontages, alleys, parking areas, and/or at the rear or side of buildings.
- All service and storage areas, utilities, and equipment not housed inside buildings shall be screened so that it is not visible from unobstructed pedestrian-level views from public streets or walkways by utility requirements. Screening may be achieved by the building itself, a screen wall component consistent with the structure’s architecture, landscaping, or other design element that best blends with the overall development.





- Screening shall be made of a primary exterior finish material used on other building sections, architectural grade wood or masonry, metal, or landscape screening that forms an opaque barrier when planted. Roof-mounted mechanical equipment is permitted atop residential structures with flat roofs if screened from view by a parapet designed to be compatible with the building's architecture, materials, and color.

4.1.2 General Architectural Features and Accents

Materials and Colors

- Color and material should be used in a way that is consistent with the overall architectural expression.
- Materials and colors shall match and enhance the architectural style of the building.
- Materials should wrap architectural elements entirely on primary elevations and where exposed to primary public spaces.
- Material changes shall occur at inside corners, edges of building planes, architectural features, building-score lines, or other similar changes in a facade.

Windows and Doors

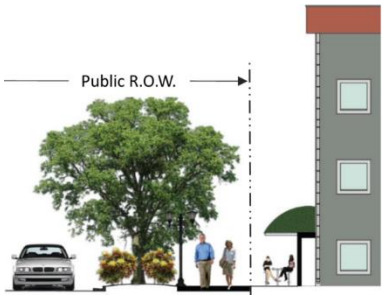
- Windows, material changes, colors, and façade decorations shall create visual interest and break up flat surfaces, especially at the pedestrian level.
- Window treatments, where feasible, are encouraged. Exterior window treatments include, but are not limited to:
    - Recessing and surrounds of not less than four inches
    - Trim elements
    - Headers and sills
    - Awnings (cloth awnings should be carefully designed due to high winds)
    - Shutters (proportional to window and consistent with architectural style)
    - Mullion patterns as appropriate to the architectural style
- Awnings, when provided, shall be designed to be consistent with the main structure's architectural style and color palette.

4.2 Commercial and Mixed-Use Guidelines

4.2.1 Site Design

- Buildings shall be oriented to encourage activity at ground level, provide entrances from the sidewalk, and provide views into other portions of the site.
- Entry courtyards, plazas, entries, or outdoor eating areas should be located to establish connections among buildings and plazas through structural and landscape elements.

- Provide an array of pedestrian amenities intergraded into the development's overall design and character of the development, such as seating areas, benches, drinking fountains, landscape planters, water fountains, shade canopies, and trash receptacles.



Ex: Entry and pedestrian activity along public street

- On-site gathering spaces (plazas, courtyards, or similar features) should include pedestrian-scale amenities, such as seating areas, benches, drinking fountains, landscaping planters, water fountains, shade canopies, and trash receptacles.
- Pedestrian amenities such as colonnades, arcades, loggias, arches, and overhangs are encouraged to shade the pedestrian space on either floor of the retail building and at entrances.
- Buildings should be located to define, connect, and activate public and private open spaces as usable plazas, as well as gathering spaces.
- Buildings should be grouped to create a functional and visual relationship between them and clustered when feasible to maximize the use of surface/ground level areas for other uses such as parks, plazas, and paseos.
- Mixed-use projects with residential and commercial uses in the same structure should provide separate entrances for each use.
- For mixed-use, non-residential uses should be located at ground level and oriented to the street. Each space should have individual street-front access to retail/commercial uses. If applicable to the building type, a portion of the ground-level street-oriented space in mixed-use buildings may also be used for residential units.


Ex: On-site gathering space and pedestrian amenities.

- Individual street-front access to retail/commercial uses should be provided for each space. A portion of the ground-level street-oriented space in mixed-use buildings may also be used for residential units if applicable to the building type.


Ex: Outdoor dining area with landscape planers.

- Outdoor dining areas within front setbacks are encouraged to include planters or other landscape elements.
- Drop-off zones should be located along the curb or within parking facilities to promote sidewalk/street wall continuity and reduce conflicts with pedestrians.

Parking Areas

- Vehicle parking should be distributed such that all commercial uses are within reasonable walking distance of parking.
- To ensure parking areas do not dominate street frontages, parking lots should be broken up with screen walls, buildings, plazas, or landscaping.

- On-site circulation should be designed to minimize areas of conflict between pedestrians and vehicles.
- On-site pedestrian circulation should include safe pedestrian crossings and direct connections to the retail and service fontange entrances.
- Parking structures may utilize shared entrances for mixed-use developments.



Ex: Distribution of vehicular parking with safe on-site pedestrian crossings.

Service and Storage Areas

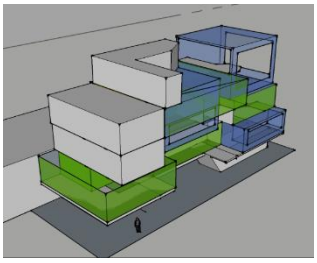
- Service-only entrances should be sited so that they do not interfere with customer access.
- Appropriate on-site service-vehicle parking and turnouts should be provided within efficient, non-obtrusive locations.

4.2.2 Exterior Design

Primary versus Secondary Exposures

- The primary exposure(s) of buildings are those side(s) of buildings that contain the main entry and face public streets. Primary exposures should receive greater attention to design detail than those that are screened from pedestrian-level street view by walls, landscaping, or buildings.
- Secondary exposures are those side(s) of buildings facing driveways and interior private streets and not containing the main building entry. Secondary exposures shall be architecturally compatible with but need not be as detailed as primary exposures.

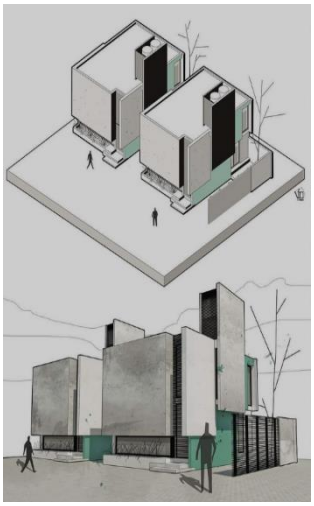
Building Form, Mass, and Scale



Ex: Simple geometric forms.

- Simple geometric forms shall constitute the overall building form. Rectangular forms are encouraged to promote balance and visual interest and arbitrary complicated building forms shall be avoided.
- Towers and other vertical/prominent building features should be used to accentuate key elements such as building entries, as well as pedestrian plazas or courtyards.
- Residential mixed-use buildings should express a rhythm and pattern through repeated patterns of lines, shapes, forms, and/or colors that reflect the size and scale of a housing unit and/or individual rooms and spaces.

- Buildings greater than three stories in height with facades greater than 150 feet in length shall have at least one major mass break. Building facades over 300 feet in length shall have a minimum of two major mass breaks. Mass breaks shall be a minimum of:
    - Vertical shift modulation of five feet deep and ten feet wide and extend at minimum the full height of the building above the ground floor, including a break in the roofline.
- Building facades greater than 75 feet in length shall have at least one minor mass break. Minor breaks shall be a minimum of:
    - Vertical shift modulation of two feet deep and four feet wide and extend at minimum the full height of the building above the ground floor, including a break in the roofline.
- Reduce the visual impact of long building facades using various paint colors, building materials, recesses, offsets, reveals, decorative fixtures, landscaping, screen walls, and other methods.
- Use building organization and construction to derive scale and articulation rather than surface ornamentation.



Ex: Building form, mass, and scale.

- Small-scale articulation of building facades, roofs, materials, colors, and textures can significantly enhance the pedestrian experience, particularly in areas where they are most likely to be noticed.
- Modulation and variation of building masses between adjacent buildings visible from public streets are encouraged.

Building Articulation

- All facades shall include a minimum of two of the following facade articulation strategies to create visual interest:
    - Change in texture
    - Change in color
    - Change in material
    - Vertical and horizontal recesses such as a pattern of recessed grouping of windows, recessed panels, or similar strategies.
    - Vertical and horizontal projections such as shading and weather protection devices, decorative architectural details, or similar strategies.
    - Datum lines that continue the full length of the building, such as cornices.
    - Screening devices such as lattices, louvers, trellis elements, or other similar strategies.
    - Balconies
    - Pilasters
    - Material inlays





Ex: Building articulation through use of vertical and horizontal projections, trellis elements, and changes in color, texture, and material.

  - Variation of architectural styles
- Building offsets or recesses may be used to accentuate building entries and form courtyards.
- Facade articulation is expected to be used for commercial facing I-10, but at a scale appropriate to fast-moving vehicles and not for pedestrians.

Building Components (Base/Middle/Top)

Buildings of three stories or less shall include, at minimum, a defined base and top. Buildings four stories and higher shall be designed to differentiate a defined base, a middle or body, and a top, cornice, or parapet cap. Each of these elements shall be distinguished from one another for a minimum of 80% of the facade length through use of two or more of the following:

- Horizontal facade modulation.
- Horizontal facade articulation and/or variation in facade articulation strategy.
- Variation in facade rhythm and pattern.
- Variation in fenestration strategy (size, proportions, pattern, and depth or projection).
- Variation in material (facade material, material size, texture, and/or pattern) and color.

Building Base

- Buildings should rest on a noticeable foundation base or pedestal to visually anchor the structure to the ground unless the Director approves an acceptable alternative.
- When used, the materials appropriate for the building base should project an image of durability, quality, and permanence.



Ex: Building Component (Base/Middle/Top

Building Middle

- Create visual rhythms in the building's middle through repetitive façade elements such as rows of windows and columns.
- Segment the building faces into a series of defined areas using columns, piers, windows, awnings, and other combinations that define the vertical space.

Building Top

- Buildings should be crowned with a discernible roof cap or edge feature that defines the top of the building unless an acceptable alternative is approved by the Director.
- Appropriate elements for the cap include:
  - Protruding crown molding
  - Roof corbels or brackets supporting roof overhangs
  - Shaped, foam-based, plaster-covered cornice
  - Stepped parapets
  - Textured materials, such as brick masonry

Corners and Towers



- When used, tower elements should be located at a focal point, such as the terminus of the main entrance or a major intersection.
- Tower elements or other prominent building features shall be used to accentuate key elements such as building entries, converging walls, and pedestrian plazas or courtyards.
- Where appropriate, design building corners at highly visible locations with unique architectural features to emphasize the building entrance.

Colonnades

- If appropriate, project out or set back upper floors to create colonnades or other pedestrian passages with access to fresh air and natural lighting.
- If used, design colonnades for pedestrian connectivity, protection from the elements, and aesthetic appeal.
- Consistent column placement should define the arcade and frame the building façade.
- Align the openings in the colonnade with doors and windows.

Building Entry Treatment

- Entries shall be visually appealing and identifiable using elements such as changes in building massing, colors, materials, roof heights, enriched materials, architectural detailing, and the use of tower elements or recesses.
- Primary entries should be designed so they are easily recognized, are the most prominent entry for that tenant, and are readily accessible to pedestrians and near parking.
- Secondary entries should also be easily recognizable but designed at a lesser scale than the primary entry.

Roofs

- Roof styles and materials shall be architecturally and aesthetically compatible.
- Although many roof areas may be flat, the massing of visible elevations should be broken-up with elements such as sloping roofs, including hips or gable forms (as appropriate to the primary architectural style), variation in roof heights, or parapet treatments with architectural details.
- Roof pitch shall be in proportion to the design of the building and in conformance with code regulations for the roof material.

Screening of Refuse/Recycling Containers, Utility Equipment, and Mechanical Equipment

- All above-ground utilities and equipment (e.g., electric and gas meters, fire sprinkler valves, irrigation backflow prevention devices, etc.), service areas, and outdoor storage areas should be

integrated into building and landscape design and located to minimize impact on the pedestrian experience and neighboring properties.



- On-site utilities and equipment, service, storage, and non-passenger loading areas shall not be located within 25 feet of a street corner.
- Electrical and gas meters should be located on the rear or side elevation and should be clustered, screened by landscaping or walls, and/or located behind doors. Screening utility meters behind doors is not required where meters are in screened service areas and service courts or in "back of house" areas not intended for public access.
- Screening walls and utility enclosures should be designed as integral architectural features of the building.
- Utilities and equipment, service, refuse and recycling collection or storage areas, and non-passenger loading areas should be located on non-primary street frontages, alleys, parking areas, and/or at the rear or side of buildings.



- Refuse collection areas to the extent possible shall be located as far as possible from the residential portion of mixed-use buildings and open space areas.
- All service and storage areas, utilities, and equipment not housed inside buildings shall be screened so that it is not visible from unobstructed pedestrian-level views from public streets or walkways in accordance with utility requirements. Screening may be achieved by the building itself, a screen wall designed as an integral architectural feature of the building, landscaping, or other design element that best blends with the overall development.
- Screening shall be made of a primary exterior finish material used on other portions of the building, architectural grade wood or masonry, metal, or landscape screening that forms an opaque barrier when planted.
- Roof-mounted equipment shall be screened so that it is not visible from unobstructed pedestrian-level views from public streets, walks, or parking lots. Screening of rooftop equipment may be achieved by the building parapet or other similar screen wall component that is consistent with the structure's architecture. This applies to all types of equipment, including mechanical equipment, communication dishes, skylights, exhaust fans, ducts, or any other non-architectural elements.

4.2.3 General Architectural Features and Accents

- One architectural style shall apply to all buildings within the commercial/retail land use planning area, although variation from the chosen theme is allowed for major national retail chains that must maintain certain characteristics for identification.
- Variation on the architectural theme is encouraged through simple changes such as color palette and entry treatments.

Materials and Colors

- Color and material should be used in a way that is consistent with the overall architectural expression.
- A dominant building material and color should be clearly established in each building. Accents and variations may then occur within the background established by that dominant base. The dominant colors for buildings should be more neutral, with the more intense colors used in the accents.
- Materials and colors should match and enhance the architectural style of the building. The selection of materials and colors should not be arbitrary, but rather a thoughtful process that matches and enhances the architectural style of the building. This approach ensures a harmonious and aesthetically pleasing design.
- All materials shall wrap architectural elements entirely on primary elevations and where exposed to primary public spaces.
- Material changes shall occur at inside corners, edges of building planes, changes in architectural features, building-score lines, or other similar changes in a façade.

Windows and Doors

- Windows, material changes, colors, and façade decorations shall be used to create visual interest and break up flat surfaces, especially at the pedestrian level.
- Window treatments, where feasible, are encouraged. Exterior window treatments include, but are not limited to:
    - Recessing and surrounds of not less than four inches
    - Trim elements
    - Headers and sills
    - Awnings (cloth awnings are typically not durable against the Santa Ana high winds and therefore, not preferred. If used, they shall be carefully designed to withstand these conditions)
    - Shutters (proportional to the window and consistent with architectural style)
    - Mullion patterns as appropriate to the architectural style
- Awnings, when provided, shall be designed to be consistent with the main structure's architectural style and color palette.
- Avoid continuous awnings. Awnings should frame a segmented portion of the storefront, such as a window bay or entrance.
- Emergency exit or egress-only doors should be treated to blend in with the adjacent walls or surfaces to discourage their perception as entries.

4.3 Industrial Guidelines

4.3.1 Site Design

- Buildings should be oriented to facilitate the ease of truck parking and loading.
- Buildings should be designed with the vehicle in mind, requiring less pedestrian-scale articulation than buildings in the other land use planning areas.

- Interior driveways and drive aisles shall be designed to provide adequate stacking and prevent vehicles queuing on public streets.
- Service entrances shall be sited to not interfere with owner/tenant/customer access.
- Loading areas shall be designed for backing and maneuvering on-site, not from a public street.
- Appropriate on-site service vehicle parking/turnouts shall be provided in an efficient, nonobtrusive location appropriate to the development's scale and needs.
- Loading vehicles, when parked, shall not impede normal traffic flow.

4.3.2 Exterior Design

Primary versus Secondary Exposures

- The primary exposure(s) of buildings are those side(s) that contain the main entry and face "A" Street. Primary exposures should receive greater attention to design detail than those that are screened from pedestrian-level, street view by walls, landscaping, or buildings. This can be achieved through form, mass, scale, modulation, and architectural detail variation.
- Secondary exposures are those side(s) of buildings that face driveways and do not contain the main building entry.
- Secondary exposures shall be architecturally compatible with but need not be as detailed as primary exposures.



Ex: Secondary exposure side of a building architecturally compatible to the primary exposure of the building through use of windows and color blocking.

Building Form, Mass, and Scale

- Simple geometric forms shall constitute the overall building form. Rectangular forms are encouraged to promote balance and visual interest. Arbitrary complicated building forms shall be avoided.
- Reduce the visual impact of long building facades using various paint colors, building materials, recesses, reveals, offsets, decorative fixtures, landscaping, screen walls, and other methods.
- Small-scale articulation of building facades, roofs, materials, colors, and textures are appropriate at locations where pedestrians will experience them.



Ex: High level of building articulation, architectural elements, and textured materials reduce the visual impact of a long building façade.

- Long horizontal wall planes visible from a public street shall include periodic changes in exterior building materials, color, decorative accents, and/or articulated features.
- Modulation and variation of building masses between adjacent buildings visible from public streets is encouraged.

- Pedestrian entrances to buildings should be made obvious through changes in massing, color, and/or building materials.
- Pedestrian and ground-level building entries should be recessed or covered by architectural projections, roofs, or arcades to provide shade and visual relief.
- Architectural and trim detailing on building façades shall be clean, simplistic, and not overly complicated.
- Materials applied to any elevations shall turn the corner of the building to a logical termination point in relation to architectural features or massing.

Building Articulation

Building Body



Ex: Visual rhythm using rows of windows.

- Create visual rhythms in the building's middle through repetitive façade elements such as rows of windows and columns.
- Segment the building faces into a series of defined areas using columns, scoring, piers, and other combinations that define the vertical space.

Corners and Towers

- When used, towers and other vertical/prominent building features should be used to accentuate key elements such as building entries, pedestrian plazas or courtyards, terminus of the main entrance, converging walls, or at a major intersection.
- Design building corners at highly visible locations with a unique architectural feature to emphasize the building entrance.



Ex: Detailed façade design highlights the covered building entrance and creates a recognizable entrance.

Building Entry Treatment

- Entries shall be visually appealing and identifiable using elements such as changes in building massing, colors, materials, roof heights, enriched materials, architectural detailing, and the use of tower elements or recesses.
- Primary entries should be designed so they are easily recognized, the most prominent entry for that tenant, readily accessible to pedestrians, and near parking.
- Secondary entries should also be easily recognizable but designed at a lesser scale than the primary entry.
- When building entries are designed with a discernible roof cap or edge, appropriate elements include:
    - Protruding crown molding

- Roof corbels supporting roof overhangs
- Roof brackets supporting ease overhangs.
- Shaped, foam-based, plaster-covered cornice
- Stepped parapets
- Textured materials, such as brink masonry

Roofs

- Roof styles and materials shall be architecturally and aesthetically compatible.
- Although most roof areas may be flat, the massing of visible elevations should be broken-up with elements such as variation in roof heights or parapet treatments with architectural details.
- Arched, gable, hip, and shed roof forms shall not be used as a primary roof form but as a secondary/accent roof form.
- All rooftop-mounted equipment shall be screened from public view using materials complementary to those used on the main structure.

Screening of Refuse/Recycling Containers, Utility Equipment, and Mechanical Equipment

- It is crucial to integrate all above-ground utilities and equipment (e.g., electric and gas meters, fire sprinkler valves, irrigation backflow prevention devices, etc.), service areas, and outdoor storage areas into building and landscape design. This integration should be done with the aim to minimize impact on the pedestrian experience and neighboring properties.
- Electrical and gas meters shall be located on the rear or side elevation and clustered, screened by landscaping or walls, and/or located behind doors. Screening utility meters behind doors is not required where meters are in screened service areas and service courts or in “back of house” areas not intended for public access.
- The design of screening walls and utility enclosures should be approached as integral architectural features of the building. This approach ensures that they not only serve their functional purpose but also contribute to the overall aesthetic of the structure.
- Whenever possible, refuse and recycling collection or storage areas should be located behind or to the side of the building served.
- Solid walls, landscaping, or trellis work shall screen refuse containers, utility equipment, and mechanical equipment from unobstructed pedestrian-level, street-view streets. This screening shall be conceived as part of the building architecture and landscape design to best blend with the overall development.

- Roof-mounted equipment shall be screened so that it is not visible from unobstructed pedestrian-level views from public streets, walks, or parking lots. Screening of rooftop equipment may be achieved by the building parapet or other similar screen wall components that are consistent with the structure's architecture. This applies to all types of equipment, including mechanical equipment, communication dishes, skylights, exhaust fans, ducts, or any other non-architectural elements.
- All wall- or ground-mounted equipment shall be screened so that it is not visible from unobstructed pedestrian-level views from public streets or walkways in accordance with utility requirements. Screening equipment may be achieved by the building itself, a screen wall component that is consistent with the structure's architecture, landscaping, and other devises acceptable to the City.



Ex: Quality material screening of loading docks.

Screening of Loading Areas

- Loading docks and doors facing I-10 are not required to be entirely blocked from view but will include landscape treatments.
- Truck loading docks shall be screened from pedestrian-level, public view from the streets as detailed in Chapter 3, *Development Standards*. Screening may be aesthetically compatible landscaping or comparable materials that blend with the architectural and landscape treatments of the site and perimeter landscaping.

4.3.3 General Architectural Features and Accents

- Architectural design should be clean, simple, and streamlined for a modern appearance.
- Variation on the architectural theme is encouraged through simple changes such as color palette and entry treatments.

Materials and Colors



Ex: Light and warm hues on the building facade with more vibrant accent colors to emphasize building entry.

- All facilities shall be constructed of permanent finished materials such as concrete, masonry, and glass. Acceptable exterior finish materials include concrete with textured, sandblasted, or painted finishes; stone or brick; stucco; or masonry with textured or sandblasted finishes. Glass, glazing systems, glass block, ceramic or natural stone tile, decorative metal, and metal panel systems are appropriate for accents. Metal siding may be used as an architectural detail or only when it serves a practical purpose (e.g., refrigeration units) and is limited to 15 percent of an elevation.
- Exterior building colors are light and warm tones with darker or more vibrant accent colors on wall planes at focal points, such as around building entrances and near outdoor gathering spaces. Additionally, architectural designs may mix colors, materials, and textures to articulate façades and create visual appeal. Materials and colors shall match and enhance the architectural style of the building.
- Material changes shall occur at corners, edges of building planes, architectural features, building-score lines, or other similar changes in a facade.
- Materials applied to any elevations shall turn the corner of the building to a logical point in relation to architectural features or massing.

Windows and Doors



Ex: Window design creates a horizontal emphasis and frames the primary building entry. Awnings are consistent with the architectural style.

- Windows, doors, and other openings should unify the building façade by creating a clear pattern.
- Window treatments, where feasible, are encouraged. Exterior window treatments include, but are not limited to:
    - Recessing and surrounds of not less than four inches
    - Trim elements
    - Headers and sills
    - Mullion patterns as appropriate to the architectural style
- Awnings, when provided, shall be designed to be consistent with the architectural style and color palette of the main structure.
- Windows, material changes, colors, and façade decorations shall create visual interest and break up flat surfaces, especially at the pedestrian level.
- Emergency exit or egress-only doors should be treated to blend in with the adjacent walls or surfaces to discourage their perception as entries.

4.4 Walls and Fences

Walls and Fences will support the goals of the master plan with visually cohesive designs that reflect the contemporary village aesthetic yet are unifying within the overall community. In mixed-use areas and industrial areas facing local roads, materials will complement the adjacent architecture while maintaining an understated contemporary quality: precision block walls with running or stacked patterns, stucco finishes in light colors, tubular steel fences with minimal detailing and dark bronze or matte black finishes.

Industrial areas facing freeways, arterials and open space may also include tubular steel fences with extended pickets (for security), heavy gauge wire mesh and vinyl-coated chain link in color ranges described above.

4.5 Landscape



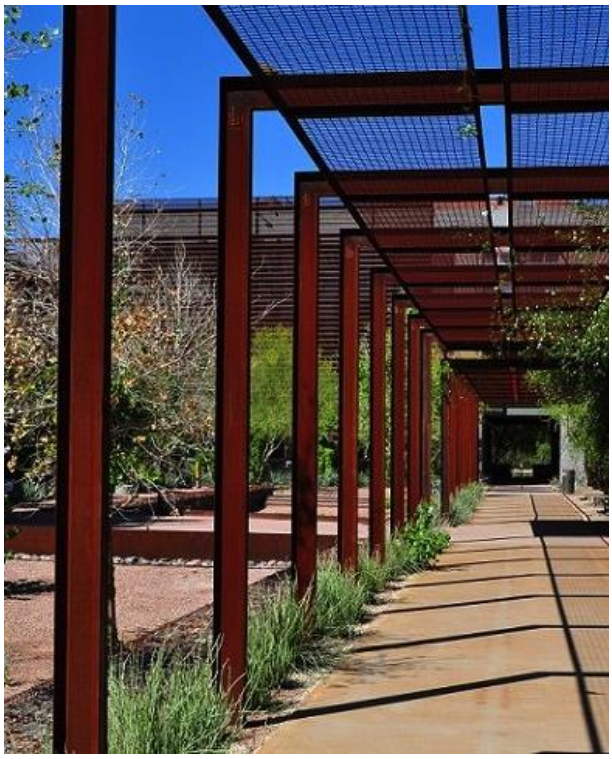


The landscape at The Oasis of Indio will support the goals of the Specific Plan through visually cohesive landscaped spaces within the contemporary village. Landscape areas will provide a sense of arrival, offer clear and safe pathways for interconnectivity, and invite visitors to stay while providing visual continuity.

An emphasis will be placed on pedestrian-oriented experiences that incorporate a mix of materials, complementing the adjacent architecture.







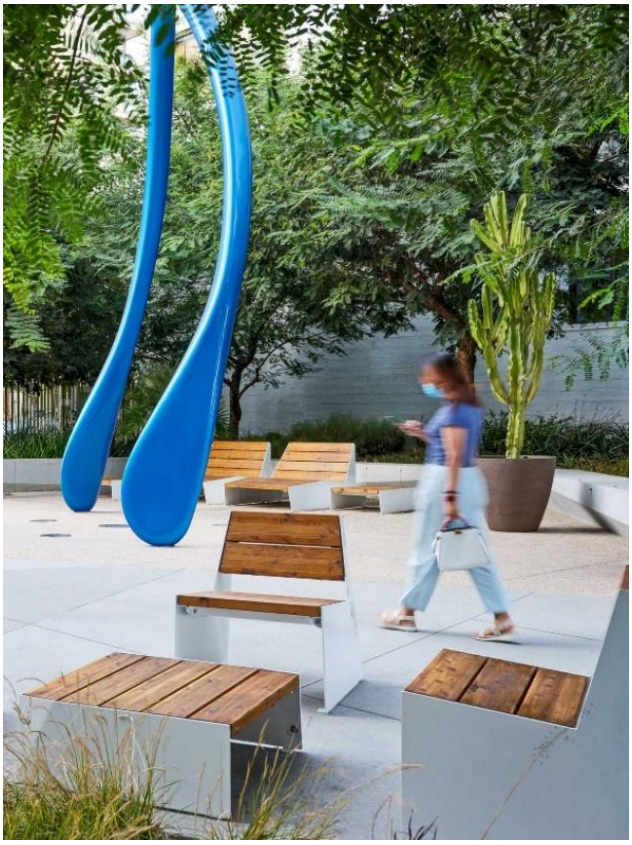
- Shade canopies and trellises shall be used to add architectural interest to the landscape while providing visual interest and individuality to each land use district. Seasonal shading concepts shall be considered for plazas and seating areas to address the variation in seasonal temperatures.
- Large specimen shade trees should be considered within plaza spaces to create inviting destinations and a sense of permanence. A thoughtful selection of trees, plant species, and comfortable site furnishings will contribute to the enjoyment of these spaces.
- Conveniently placed bike racks near commercial corridors and visible from a variety of destinations will increase the use of modes of transportation.
  Select gathering areas shall be visible from Monroe Street and ”A” Street to energize the street presence and invite visitors.

4.6 Landscape Architectural Concepts

The landscape concept within The Oasis at Indio will reinforce the contemporary mixed-use village while providing visual cues for visitors and inviting destinations. Landscape features that complement the contemporary aesthetic while also providing functionality and sustainability shall be incorporated into the design of the residential, commercial/retail, and industrial land use areas. Each area shall have a distinct "personality" that supports the adjacent uses while lending individuality to each land use







district.

The landscape design shall utilize a hierarchy that provides visually prominent planting for the purpose of inviting and guiding, and a more visually receding landscape for more functional spaces.

Some guiding ideas:

- Resort-style palm trees at commercial/retail and multi-family entries
- Desert shade trees at industrial entries and parking areas
- Formal use of planting at entries, gateways, and transition areas
- Large evergreen shade trees and palms at plazas and seating areas

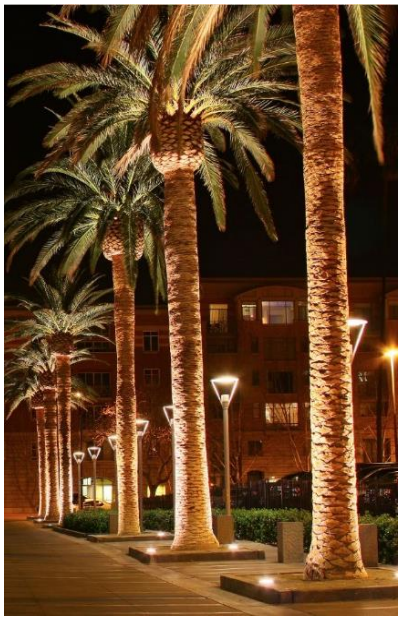
4.7 Entries, Edge Conditions and Social Spaces

The following design studies are intended to guide the hierarchy described above.

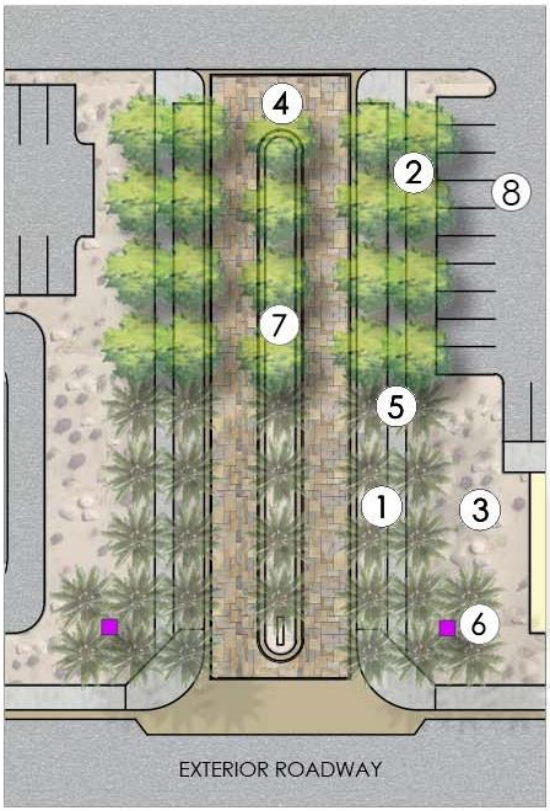








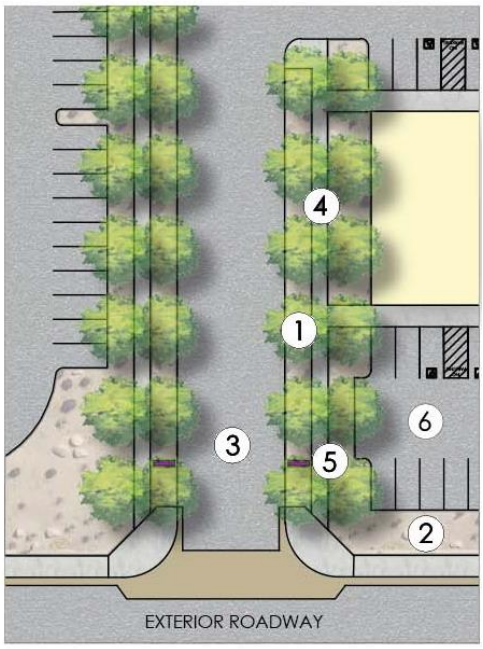
Retail and Multi-Family Entry



Legend

1. Date Palm tree
2. Desert canopy tree
3. Desert landscape areas
4. Enhanced pavement
5. 6’ wide concrete walkway
6. Horizontal or vertical marker
7. Median Island
8. Parking lot/Driveway

Industrial Entry



Legend

1. Desert canopy tree
2. Desert landscape areas
3. Asphalt Pavement
4. 6' wide concrete walkway
5. Horizontal or vertical marker
6. Drive Aisle

Corner Monumentation

The landscape corner monuments located at primary intersections shall follow the current sign hierarchy program located on Monroe Street north of the 1-10 freeway. The sign size, orientation, and associated landscape areas will reflect the scale of the adjacent retail property. Plant material shall include mature Date Palm trees and create an attractive landscape composition with the sign and wall design.







Signature District Style





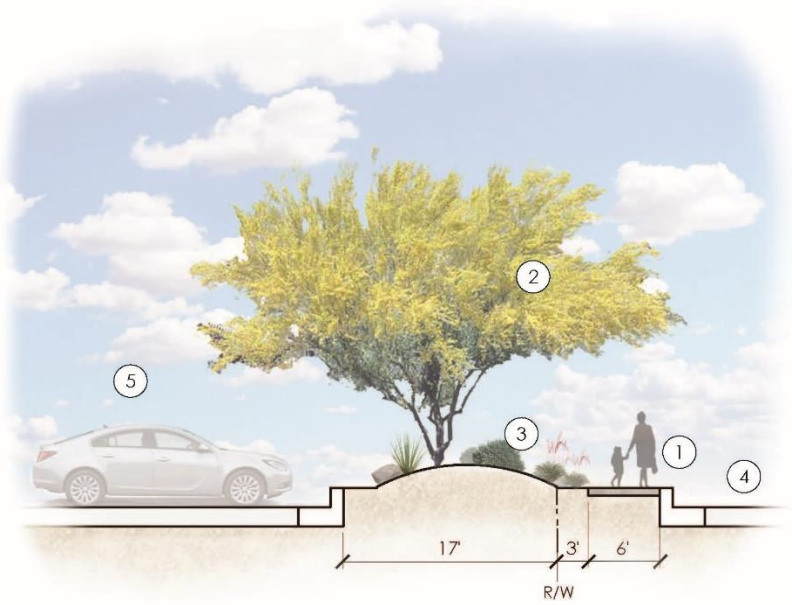


Each planning area is encouraged to create a signature style through a mix of planting and hardscape materials. Hardscape materials may include stone, stucco, masonry, precast concrete, and wood. Planting areas can be architectural with symmetrical rows or eclectic designs with varied textures and forms.

Screening and buffering adjacent conditions will be required for successfully integrating into the surrounding neighborhood (exhibits shown below on page 4-26 through 4-29). Some edge requirements include:

- Monroe Street Parkway (Figure 4-1): 20’ landscape area with a 2-3’ high berm to help screen vehicles in adjacent parking lots from the roadway.
- A Street @ Commercial Edge Condition (Figure 4-2): 21’ landscape area with 2-3’ high berm to help screen vehicles in adjacent parking lots from the roadway.
- A Street @ Industrial Edge (Figure 4-3): 14’ landscape area with 2-3’ high berm and desert canopy tree adjacent to 12’ screen wall.
- Freeway Edge (Figure 4-4): 10’ landscape area with vertical/upright trees to help screen industrial building(s).
- Avenue 42 @ Residential Edge (Figure 4-5): A 19’ landscape area with a high wall or fence and desert canopy trees or palms within the walled area.
- A Street @ Residential Edge (Figure 4-6): 19’ landscape area with decomposed granite trail connecting to adjacent 35 to 50-foot-wide landscaped detention basin zone (may include access drives and/or walks from northerly mixed-use areas).
- A Street Cross Section (Figure 4-7): provided for illustrative purposes.

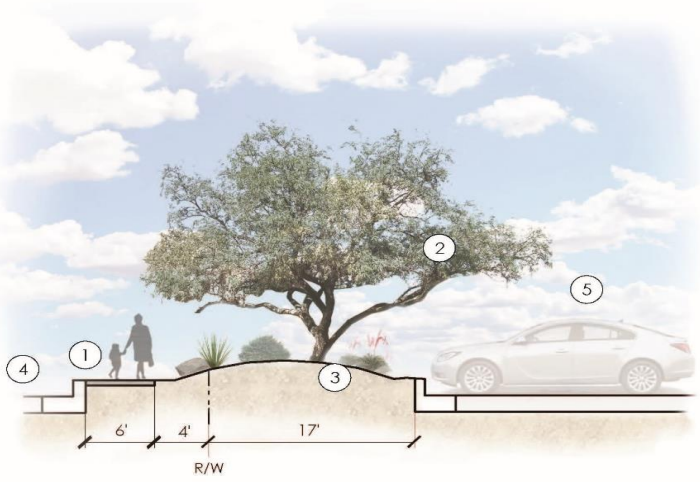
Providing shade for both pedestrians and vehicles is required in the local desert climate. Parking areas shall focus on effective shade through a consistent use of canopy trees that thrive in the desert environment. Shaded walkways will promote comfortable connections to each district. Utilizing a variety of evergreen and deciduous trees at seating areas will provide seasonally adapted shade.



Legend

1. 6' Sidewalk
2. Desert canopy tree
3. 2'-3' berm with water efficient landscape
4. Monroe Street
5. Commercial parking lot

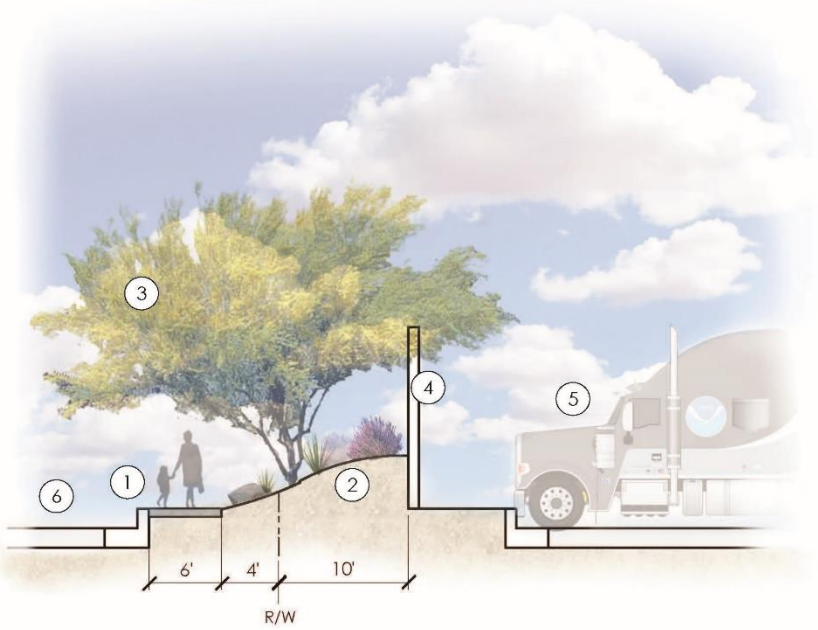
Figure 4-1: Monroe Street Parkway – Commercial Edge Condition (West)



Legend

1. 6' Sidewalk
2. Desert canopy tree
4. 2'-3' berm with water efficient landscape
4. Street 'A'
5. Commercial parking lot

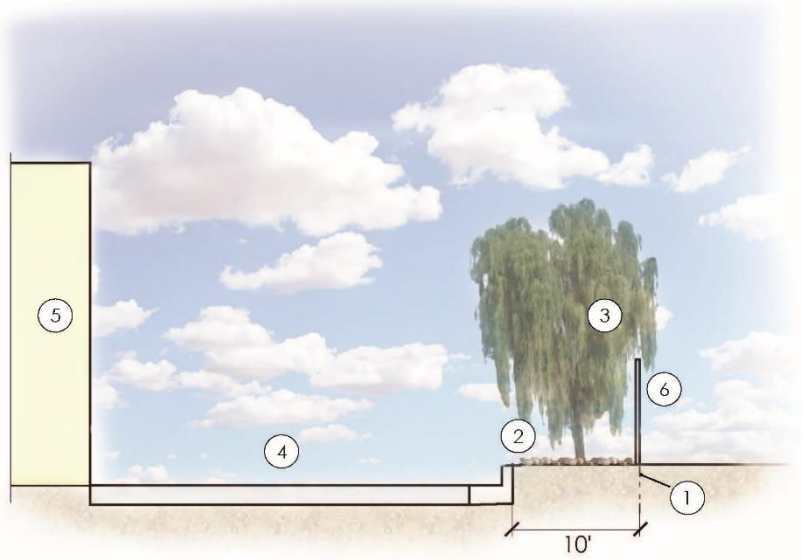
Figure 4-2: Street 'A' – Commercial Edge Condition



Legend

1. 6' Sidewalk
2. 2'-3' berm with water efficient landscape
3. Desert canopy tree
4. 12' Screen wall
5. Truck parking
6. Street 'A'

Figure 4-3: Street 'A' – Industrial Edge Condition



Legend

1. Property Line
2. Crushed Rock Groundcover
3. Vertical/Upright Trees
4. Truck Loading Dock
5. Industrial Building
6. 8' Ht. Fence

Figure 4-4: Freeway Edge Condition

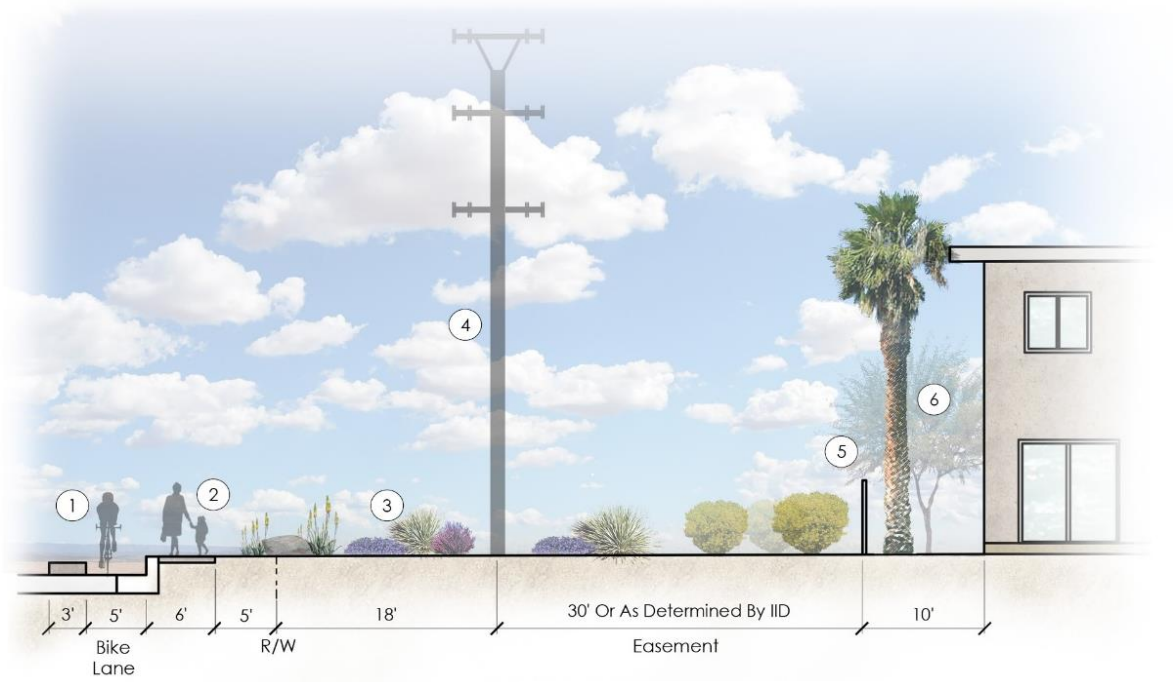


Figure 4-5: Avenue 42 – Residential Edge Condition

Legend

1. 5' Bike Lane
2. 6' Sidewalk
3. Water Efficient Landscape
4. Power Pole
5. 6' Wall or Fence
6. Desert Trees

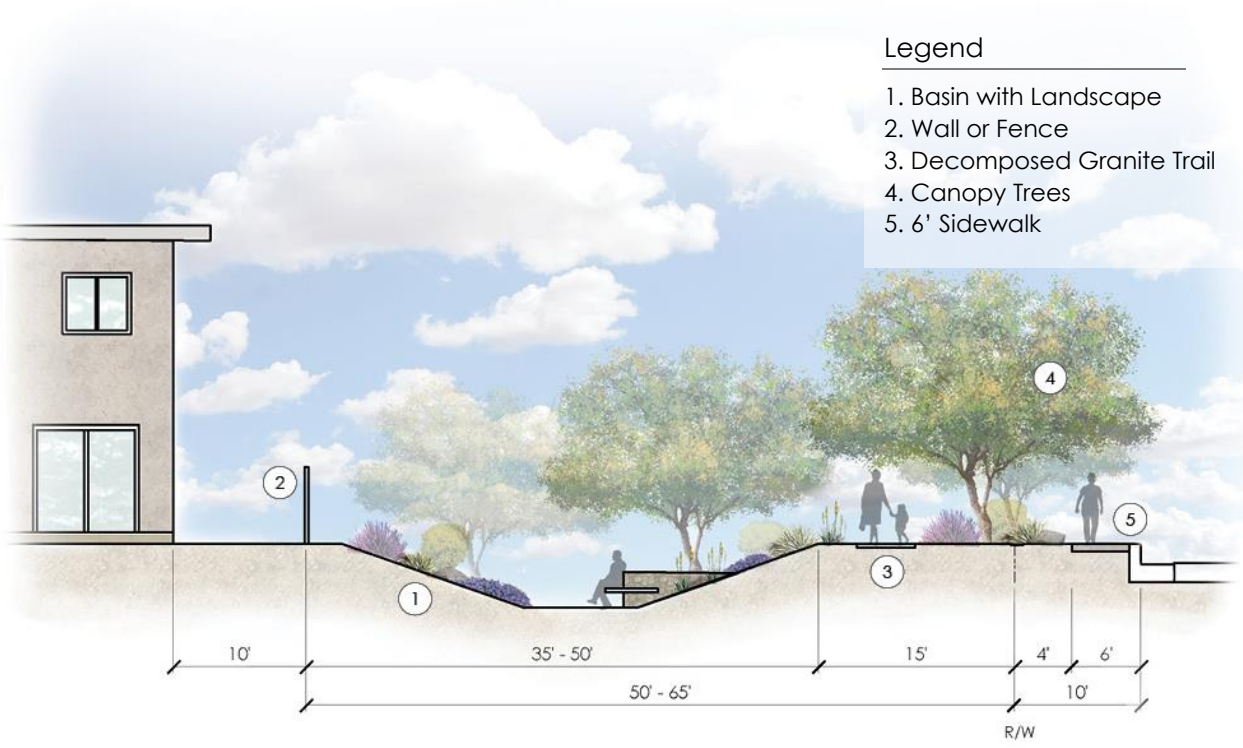


Figure 4-6: Street 'A' Residential Edge Condition

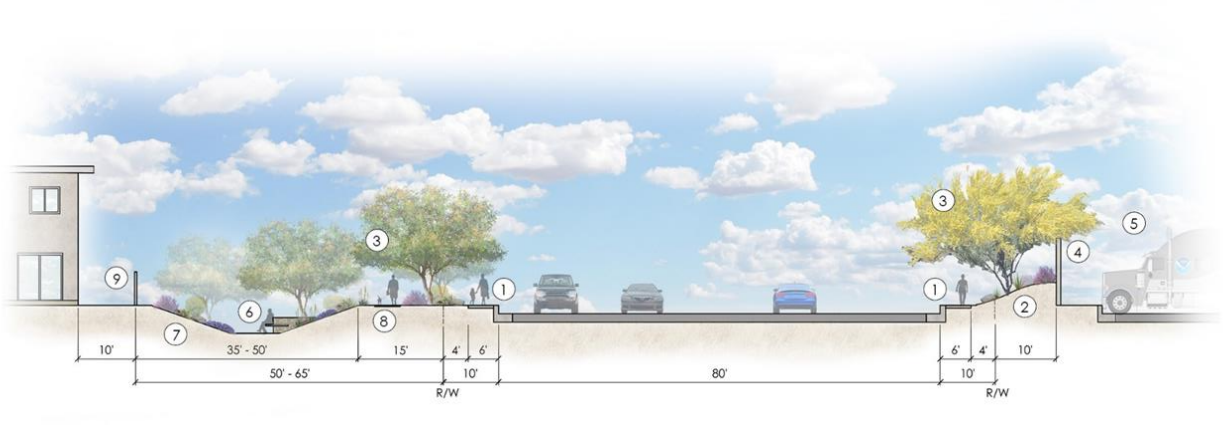


Figure 4-7: Street "A" Cross Section

Legend

1. 6' Sidewalk
2. 2'-3' Berm with Desert Planting
3. Desert Canopy Trees
4. 12' Screening Wall
5. Truck Parking
6. Gabion Wall with Seating
7. Basin with Water Efficient Landscape
8. Decomposed Granite Walking Trail
9. Wall or Fence

Drive-Through Screening

Creative solutions for screening undesirable views shall include berms, multiple layers of landscaping and architectural screens that complement the building architecture. Architectural planting solutions and modern interpretive wall art may be used for creating interest along perimeter walls.





Detention Basins

Detention basins shall include desert riparian trees, desert cactus and succulents, and select







groundcovers combined with rock outcroppings. Gathering areas with gabion structures are encouraged around the basins to activate these open spaces. Natural, undulating landforms are preferred over geometrically graded basins.

4.8 Landscape Sustainability and Energy Efficiency

The plant palette throughout the Specific Pan area shall utilize a low-maintenance and low-water palette. Turf grasses will only be permitted in “use” areas that include open lawns for play/ recreation and infiltration portions of detention basins. Annual plant materials are allowed in accent landscaping areas but shall not be allowed in permanent planting areas of the Specific Plan.

The landscaping and irrigation plans and system shall comply with all City ordinances relating to water efficiency and shall be an automatic system with an irrigation timer and two drip or bubbler heads per tree to produce deep-root irrigation. The water use calculations for this system will be prepared and submitted per Indio Water Authority’s irrigation design requirements.

Landscape lighting will include tree and shrub-up lights, path lights, and step lights. All lighting will be low voltage and have low-maintenance LED fixtures. The selective use of uplights will be limited to high-profile specimen trees and shrubs and will be shielded to reduce glare and hot spots. There shall be a lumen foot candle for all exterior lighting at any property line of abutting properties and/or public right-of-way. Lighting for landscaping, pathways, stairways, monuments, and signs shall be installed as needed for security and safety purposes.

4.9 'THE OASIS OF INDIO' PLANT PALETTE

Trees	Botanical / Common Name
	Acacia aneura / Mulga Tree
	Acacia salicina / Willow Acacia
	Caesalpinia cacalaco 'Smoothie' / Cascalote
	Cercidium X 'Desert Museum' / Desert Museum Palo Verde
	Chilopsis linearis / Desert Willow
	Olea europaea 'Swan Hill' / Fruitless Olive Tree
	Olneya tesota / Desert Ironwood
	Parkinsonia praecox / Sonoran Palo Verde
	Prosopis glandulosa 'Maverick' / Thornless Honey Mesquite
	Tipuana tipu/ Tipu Tree
Palm Trees	**Botanical / Common Name**
	Phoenix roebelenii / Pygmy Date Palm
	Phoenix dactylifera / Date Palm
	Washingtonia robusta / Mexican Fan Palm
	Washingtonia filifera / California Fan Palm
Shrubs	**Botanical / Common Name**
	Abronia vilosa / Desert Sand Verbena
	Bougainvillea x 'Oo La-La'
	Caesalpinia gilliesii / Yellow Bird of Paradise
	Cascabela thevetia / Yellow Oleander
	Callistemon viminalis 'Little John'/ Dwarf Bottlebrush
	Chrysactinia mexicana / Damianita
	Dasylirion wheeleri / Desert Spoon
	Dianella tasmanica / Tasman Flax Lily
	Eremophila glabara / Mingenew Gold
	Eremophila hygrophana / Blue Bells
	Euphorbia milii / Crown of Thorns
	Glandularia pulchella / Moss Verbena
	Hesperaloe spp.
	Ixora coccinea / Maui Yellow
	Lantana c. 'Dallas Red'/ Red Lantana
	Lantana x 'New Gold'
	Leucophyllum frutescens 'Compacta' / Compact Texas Ranger
	Leucophyllum langmaniae 'Rio Bravo' / Texas Ranger
	Leucophyllum laevigatum / Chihuahuan Sage
	Muhlenbergia capillaris 'Regal Mist' / Pink Muhly Grass
	Muhlenbergia lindheimeri / Lindheimer's Muhly
	Olea e. 'Montra'/ Little Ollie Dwarf Olive
	Russelia equisetiformis / Coral Fountain
Accents	**Botanical / Common Name**
	Agave americana / Century Plant
	Agave desmettiana / Smooth Agave
	Agave geminiflora / Twin Flowering Agave
	Agave ocahui / Century Plant Agave victoriae-reginae / Queen Victoria Agave
	Agave weberi/ Weber Agave
	Agave x 'Blue Glow' / Blue Glow Agave
	Echinocactus grusonii / Golden Barrel Cactus
	Euphorbia resinifera / Resin Spurge
	Yucca aloifolia / Spanish Bayonet
	Yucca pendula / Soft Leaf Yucca
	Yucca rostrata / Beaked Yucca
Vine / Espalier	**Botanical / Common Name**
	Bougainvillea X 'Barbara Karst'
	Calliandra haematocephala / Red Powder Puff
Crushed Stone	**Common Name**
	* Baja Cresta Rubble
	* Copper Canyon
	* Mojave Gold
	* Palomino Coral
DG (Decomposed Granite)	**Common Name**
	* Desert Gold
	* Mojave Gold
	* Palomino Coral
* Note: Available through Southwest Boulder Palm Springs, or approved equal	

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Chapter 5– Administration and Implementation

The purpose of this section is to provide an outline of the steps necessary to implement The Oasis at Indio Specific Plan for the benefit of the development team, the City and other approving agencies, and interested citizens.

5.1 Administration

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to cities to use Specific Plans for purposes of implementing the goals and policies of the City's General Plan.

The Oasis at Indio Specific Plan establishes a set of regulations, standards, guidelines, and processes for the proposed development, and shall constitute the zoning for development within the Specific Plan Area.

5.1.1 Responsibility and Enforcement

The City of Indio Planning and Building and Safety Division, Community Development Director, or his or her designee shall be responsible for administering The Oasis at Indio Specific Plan in accordance with the provisions of this Specific Plan document, all governing and applicable State and federal laws, the City of Indio's General Plan, and the City of Indio's Municipal Code.

The Oasis at Indio Specific Plan serves as the implementation tool for the General Plan land use and zoning for the Specific Plan Area. The Specific Plan addresses permitted uses, development standards, and design guidelines. The City shall enforce the provisions of the Specific Plan in the same manner that the City enforces the provisions of the Municipal Code and Unified Development Code.

5.1.2 Applicability

All development within The Oasis at Indio Specific Plan Area shall comply with the requirements and standards set forth in this Specific Plan. If conflicts exist between the standards contained in this Specific Plan, Unified Development Code, or Municipal Code, the regulations and standards in the Specific Plan shall take precedence.

Any area of site development, administration, review procedures, and regulations not expressly addressed by this Specific Plan document shall be subject to the provisions of the City of Indio Unified Development Code (IUDC) or Municipal Code, using the context and objectives of the Specific Plan as a guide.

5.1.3 Severability

If any portion of this Specific Plan and its regulations are declared to be invalid or in effect in whole or in part by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

5.1.4 Interpretation

Whenever the provisions contained in the Specific Plan conflict with the Municipal or Unified Development Code, the provisions of the Specific Plan shall take precedence. In case of uncertainty or ambiguity to the meaning or intent of any provision concerning the content or application of The Oasis at Indio Specific Plan, the Community Development Director or designee has the authority to interpret the intent of the provision. Such interpretations shall take into account the stated goals and objectives of the Specific Plan. The Community Development Director's decision shall be final.

5.1.5 Initial Entitlements

Initial entitlements required for development in the Specific Plan Area include the following actions to be taken by the City:

- Environmental Impact Report (EIR)
- General Plan Amendment – The 2040 General Plan is a long-term comprehensive policy document that contains the primary vision, principles, and policies that define the future land use mixes, intensities, patterns, and forms to be implemented. The General Plan Amendment will be considered by the Planning Commission and City Council and adopted by Resolution. The General Plan Amendment proposes to amend the Land Use Element, Figure 3-4 "General Plan Place Types" from Mixed-Use Neighborhood (MUN) and Regional Commercial (RC) to Specific Plan SP within the Specific Plan Boundary and revise the Mobility Element Figure 4.3 "Circulation Plan" to remove Clinton Street south of Avenue 42.
- Withdraw the western 80-acre portion of the site from the Gateway Conceptual Specific Plan.
- Rescind the Thymes Square Project Master Plan and the Clinton Street Business Park Project Master Plan.
- Specific Plan – The Oasis at Indio Specific Plan is a regulatory document that establishes the zoning, land use designations, development standards, and design guidelines for the entire Specific Plan Area. The Specific Plan will implement the City's General Plan. The Specific Plan will be considered by the Planning Commission and City Council and adopted by Ordinance. Subsequent tract/parcel maps or site development plans must be in substantial compliance with the adopted Specific Plan. A zone map change from Specific Plan (MU-SP), Mixed-Use Neighborhood (MUN), and Regional Commercial (RC) to Specific Plan SP is required as part of the Specific Plan adoption.
- Subdivision Map – A tentative tract or parcel map is a basic tool for the implementation of a specific plan. The tentative map or parcel map will create the individual lots and associated planning areas. A Tentative Parcel Map has been prepared and will be considered by the City concurrently with the review of this Specific Plan.
- Development Agreement

5.1.6 Administrative Adjustments and Specific Plan Amendments

It is anticipated that certain modifications or adjustments to the Specific Plan text, exhibits, and/or project may be necessary during the development of the project. Amendments may be requested at any time pursuant to Section 65453(a) of the Government Code. Depending upon the nature of the request, environmental analysis may be required, pursuant to the CEQA Guidelines.

5.1.6.1 Administrative Adjustments

Administrative Adjustments are minor adjustments or modifications, as requested by an applicant, from the plans and standards of the Specific Plan that are consistent with the vision of The Oasis at Indio Specific Plan, are in substantial conformance with the intent of the Specific Plan provisions, and do not result in additional potentially significant environmental impacts as defined by CEQA. Minor modifications may be warranted to accommodate changes resulting from final design and engineering that cause adjustments in internal driveway alignments, location of utilities or other infrastructure, development of innovative product design, distribution of permitted uses within the Specific Plan, development of builder-level design guidelines, density transfers or other similar modifications deemed to be minor. The following may be considered for Administrative Adjustments:

- Inclusion of land uses not specified in Chapter 3, Development Regulations, but similar in intent and character subject to interpretation by the Community Development Director as specified in Section 5.1.4 Interpretation above.
- Determination of equivalent Development Standards.
- Revisions to exhibits, graphics, and text for purposes of clarification that do not substantially change the intent of The Oasis at Indio Specific Plan.
- Modifications necessary to comply with final Conditions of Approval or mitigation measures when adopted under subsequent actions.
- Modifications to performance standards included in the Specific Plan provided any such modifications provide substantially equivalent protection as the original standard.
- Modification of the acreage covered by a given Planning Area.
- Minor adjustments of any planning area boundary to implement a development plan (including lot line adjustments).
- A decrease in development intensity/density (non-residential square footage, lodging rooms, and/or residential units).
- Modifications to the conceptual phasing program, provided that public infrastructure improvements and services necessary to serve the development are available or will be provided concurrently with the development.
- Modifications to the conceptual design guidelines contained within this Specific Plan, which are intended to be flexible in their implementation.
- Adjustments to the alignment, location and sizing of utilities and facilities or a change in utility and/or public service provider may be approved by the City's Public Works Department, so long as the adjustments or changes are found to be in compliance with applicable plans and standards of the agency responsible for such utilities and facilities and do not result in significant environmental impacts.

- Modifications to the design of the roadway cross-sections, alignment, width, and location of vehicle ingress and egress, and roadway alignment provided that the streets and drives have adequate capacity to handle the anticipated volumes of traffic and the design changes are supported by the City's Traffic Engineer.
- Any modification deemed by the Community Development Director to be minor modifications that are in keeping with the intent of Oasis at Indio Specific Plan and are in conformance with the City's General Plan.
- Minor adjustments to any of the development standards or regulations such as modification of wall heights for noise attenuation purposes, modification of allowable encroachments into setbacks, etc. that are specifically allowed under the Development Regulations of this Specific Plan.
- Approval of changes in construction materials and methods that are functionally equivalent or superior.
- Modification of any design element in this Specific Plan that improves circulation, reduces grading, improves drainage, improves infrastructure, or provides similar utility and reduces operations and maintenance costs or improves the level of sustainability.
- Determinations regarding issues, conditions, or situations that arise and are not addressed by this Specific Plan.

The Administrative Adjustments listed above are not comprehensive. Any adjustment that is deemed by the Community Development Director to be in substantial conformance with the purpose and intent of the Specific Plan shall be permitted, provided that the adjustment does not result in additional potentially significant environmental impacts as defined by CEQA.

The documentation of substantial conformance may include text and/or maps which describe the nature of all proposed modifications or adjustments to the Specific Plan. This application of substantial conformance with the adopted Specific Plan shall undergo any necessary technical review by City agencies as the Community Development Director or designee deems necessary.

The Community Development Director shall record the determination in writing with findings on which the determination is based. The Administrative Adjustment may be approved, with or without conditions, after making all the following findings:

1. The modifications are consistent with the goals and intent of the Specific Plan;
2. The physical characteristics of the site have been adequately assessed, and proposed building sites are of adequate size and shape to accommodate proposed uses and all other features of development;
3. There is supporting infrastructure, existing or available, consistent with the requirements of the Specific Plan, to accommodate the development without significantly lowering service levels; and
4. The development resulting from the approval of the Administrative Adjustment would not be detrimental to the public health, interest, safety, or general welfare and would not be detrimental or injurious to property or improvements in the vicinity and in the same Land Use District.

Public Notice

No public review or public notice shall be required. The decision by the Community Development Director shall be final unless a call for review is made pursuant to Section 6.03.12 of the Unified Development Code.

5.1.6.2 Specific Plan Amendments

Substantial amendments to the Specific Plan are modifications or amendments that change the intent, provisions, or development standards of The Oasis at Indio Specific Plan. Amendments shall constitute the following:

- Amendments to the Specific Plan that would result in an amendment to the City's adopted General Plan.
- Modifications to the Specific Plan boundaries to include properties not included in the Specific Plan at the time of approval (changes to planning area boundaries within the Specific Plan boundaries are deemed minor as noted above and would not require an amendment).
- Any changes in land use or development intensity that would result in substantial changes or potentially significant impacts not considered by the EIR.
- Any changes in land use development intensity that would increase the maximum development capacity as described in Chapter 2 of the Specific Plan and implemented by the Land Use Equivalency Table (Table 5-2).

Specific Plan Amendments shall be reviewed and processed pursuant to Section 6.05.03 of the Unified Development Code. The Specific Plan may be amended as often as deemed necessary by the Council in compliance with State law (Government Code Section 65453).

5.2 Implementation

Approval of The Oasis at Indio Specific Plan indicates acceptance by the City Council of a general framework for development within The Oasis at Indio boundaries. Part of that framework establishes specific development standards that constitute the zoning regulations for The Oasis at Indio Specific Plan. The implementation process described herein provides the mechanisms for the review and approval of subsequent development projects within The Oasis at Indio.

The intent of Section 5.2 is to streamline subsequent project approvals. Figure 5-1, *Permit Process*, and Table 5-1, *Review Authority* outline the procedures for the processing of implementing projects within the Specific Plan.

5.2.1 Planning Review - Administrative

Administrative planning review applies to the following proposed new or modified uses, activity, and/or structures allowed as a matter of right ("P" Permitted) or through an Administrative Use Permit ("AUP") per Table 3-1: Land Use Matrix, so long as the use, activity, and/or structure conform to all applicable

development regulations and standards in Chapter 3 and meets the intent of the design guidelines in Chapter 4 of the Specific Plan.

Applicability

Administrative Planning review is required for all projects that require a permit for new construction, reconstruction, rehabilitation, alteration, or other improvements to the exterior of a structure or site including:

- Residential development projects and residential mixed-use projects not subject to the Housing Crisis Act/SB 330
- Commercial development projects
- Industrial development projects

Exemptions:

- Additions, construction, reconstruction, alterations, improvements, and landscaping for a project developed in compliance with a previous planning review approval, and
- Replacement of exterior materials, including openings, with the same materials.

Review Authority

The Director shall be the review authority for administrative planning reviews. The Director may, at his/her discretion, refer any administrative application to the Planning Commission for a decision rather than acting on it himself/herself.

Application Review and Approval Process

The Director will review the project against all applicable use, development standards, and design guidelines. If the Director determines that the proposed use or building is allowed as a matter of right by The Oasis at Indio Specific Plan, conforms to all the applicable development and use standards, and meets the intent of the design standards and/or guidelines, the Director shall issue an approval. Staff will draft a Findings and Notice of Decision document containing all relevant findings and conditions of approval.

In order to track implementation of the project, as planning applications for Development Project Review are submitted, a tracking mechanism will be employed, using a form provided in Appendix C of this Specific Plan.

5.2.1.1 Minor Modifications of Approved Plans

No change in the use or structure for which a permit or other approval has been issued is permitted unless the permit is modified as provided for in this Specific Plan. For the purposes of this Section, the modification of a permit may include modification of a planning review approval.

Applicability

The Director may approve minor changes or modifications to approved plans provided that they meet the following:

1. They have no potential for significant offsite impacts and would not intensify any potentially detrimental effects of the project.
2. They are consistent with the original findings and conditions approved by the hearing body.
3. They do not change the use designated in the original use permit.
4. They are consistent with the development and design standards they were approved under.
5. They do not increase, reduce, or alter the size or shape of the premises beyond the following:
    a. A five percent increase in building height;
    b. A 10 percent increase in floor area or building coverage when calculated on a total, aggregate project basis; or
    c. A 10 percent decrease in common open space.

Public Notice

No public review or public notice shall be required. The decision by the Community Development Director shall be final unless a call for review is made pursuant to Section 6.03.12 of the Unified Development Code.

5.2.1.2 Administrative Variance

Administrative Variances are minor deviations that are small in size from otherwise applicable standards and are unlikely to have any adverse effects on nearby properties or neighborhoods.

Applicability

Variances may be granted to vary or modify dimensional and performance standards, but Variances may not be granted to allow uses or activities that this Specific Plan does not authorize.

Review Authority and Approval Process

The Director may grant an Administrative Variance for adjustments from the development standards in Chapter 3 of the Specific Plan where, in his/her opinion, the intent of the ordinance can be achieved and equal performance obtained by granting an Administrative Variance. The authority to grant such variances shall be limited to requests that do not exceed a 20 percent deviation in the development standards for the following:

a. Lot area
b. Setbacks
c. Parking regulations
d. Encroachments into setbacks.

Required Findings for Administrative Variances

Administrative Variance shall include data or other evidence showing that the requested Administrative Variance conforms to the required findings set forth below. The Director may approve or approve with conditions an Administrative Variance application if all of the following findings are made.

1. There are exceptional or extraordinary circumstances or conditions applicable to the property involved that do not apply generally to property in the vicinity and identical zone, and that the granting of an Administrative Variance will not constitute a granting of a special privilege inconsistent with the limitations on the property in the vicinity and identical zone;

2. The granting of the application is necessary to prevent a physical hardship which is not of the applicant's own actions or the actions of a predecessor in interest;
3. The granting of the application will not be detrimental or injurious to property or improvements in the vicinity, and will not be detrimental to the public health, safety, general welfare or convenience; and
4. The granting of the Administrative Variance will be consistent with the general purposes and objectives of this Specific Plan and of the General Plan.

Public Notice

No public review or public notice shall be required. The decision by the Community Development Director shall be final unless a call for review is made pursuant to Section 6.03.12 of the Unified Development Code.

5.2.1.3 Administrative Use Permit

Uses specified as administratively permitted uses (AUP) within Chapter 3 "Development Regulations" of this Specific Plan shall be reviewed and approved by the City pursuant to the requirements of the Unified Development Code, Section 6.04.04 (Use Permits).

Public Notice

No public review or public notice shall be required. The decision by the Community Development Director shall be final unless a call for review is made pursuant to Section 6.03.12 of the Unified Development Code.

5.2.1.4 Temporary Use Permit

Uses specified as temporary (TUP) within Chapter 3, "Development Regulations", of this Specific Plan intended to be of a limited duration of time and not permanently alter the character or physical facilities of the site where they occur shall be reviewed and approved by the City pursuant to the requirements of the Unified Development Code, Section 6.04.05 (Temporary Use Permits).

5.2.2 Planning Review – Ministerial

Applicability

Ministerial planning review applies to the following types of proposed uses or buildings that qualify for streamlined ministerial planning review under California Government Code Sections 65650 et seq. ("State Supportive Housing Law"), 65660 et seq. ("State Low Barrier Navigation Centers Law"), and 65913.4 ("State Streamlined Ministerial Approval Process").

- Affordable housing developments (per SB 35).
- Residential developments of two or more units and mixed-use developments in which two-thirds of the project's square footage is used for residential purposes (per Housing Crisis Act/SB 330).
- Transitional or supportive housing (per SB 744/AB 2162).
- Low Barrier Navigation Centers (per SB 48).

Review Authority and Approval Process

The Planning Commission shall have the authority to conduct ministerial planning reviews to make sure that a project complies with all applicable objective plans, regulations, policies, development and design standards. Application review and procedure shall be processed in compliance with Section 6.04.03.E (Permits and Approvals) of the IUDC.

5.2.3 Planning Review – Discretionary

Applicability

Discretionary planning review applies to all projects requiring Planning Commission approval (such as Conditional Use Permits and Variances) and all projects that do not qualify for an administrative or ministerial planning review.

Review Authority and Approval Process

Discretionary Planning Review and procedures shall be processed in compliance with Section 6.04.03.F (Permits and Approvals) of the IUDC.

5.2.3.1 Major Modifications of Approved Plans

No change in the use or structure for which a permit or other approval has been issued is permitted unless the permit is modified as provided for in this Specific Plan. For the purposes of this Section, the modification of a permit may include modification of a planning review approval.

Applicability

The Planning Commission may approve major changes or modifications to approved plans provided that they meet the following. This is an action item only, not subject to public hearing.

1. They have no potential for significant offsite impacts and would not intensify any potentially detrimental effects of the project.
2. They are consistent with the original findings and conditions approved by the hearing body.
3. They do not change the use designated in the original use permit.
4. They are consistent with the development and design standards they were approved under.
5. They do not increase, reduce, or alter the size or shape of the premises beyond the following:
    a. A 10 percent increase in building height;
    b. A 15 percent increase in floor area or building coverage when calculated on a total, aggregate project basis; or
    c. A 15 percent decrease in common open space.

New Application. A request for changes in conditions of approval of a discretionary permit or a change in an approved site plan or building plan beyond those allowed under the thresholds for major modifications above shall be treated as a new application.

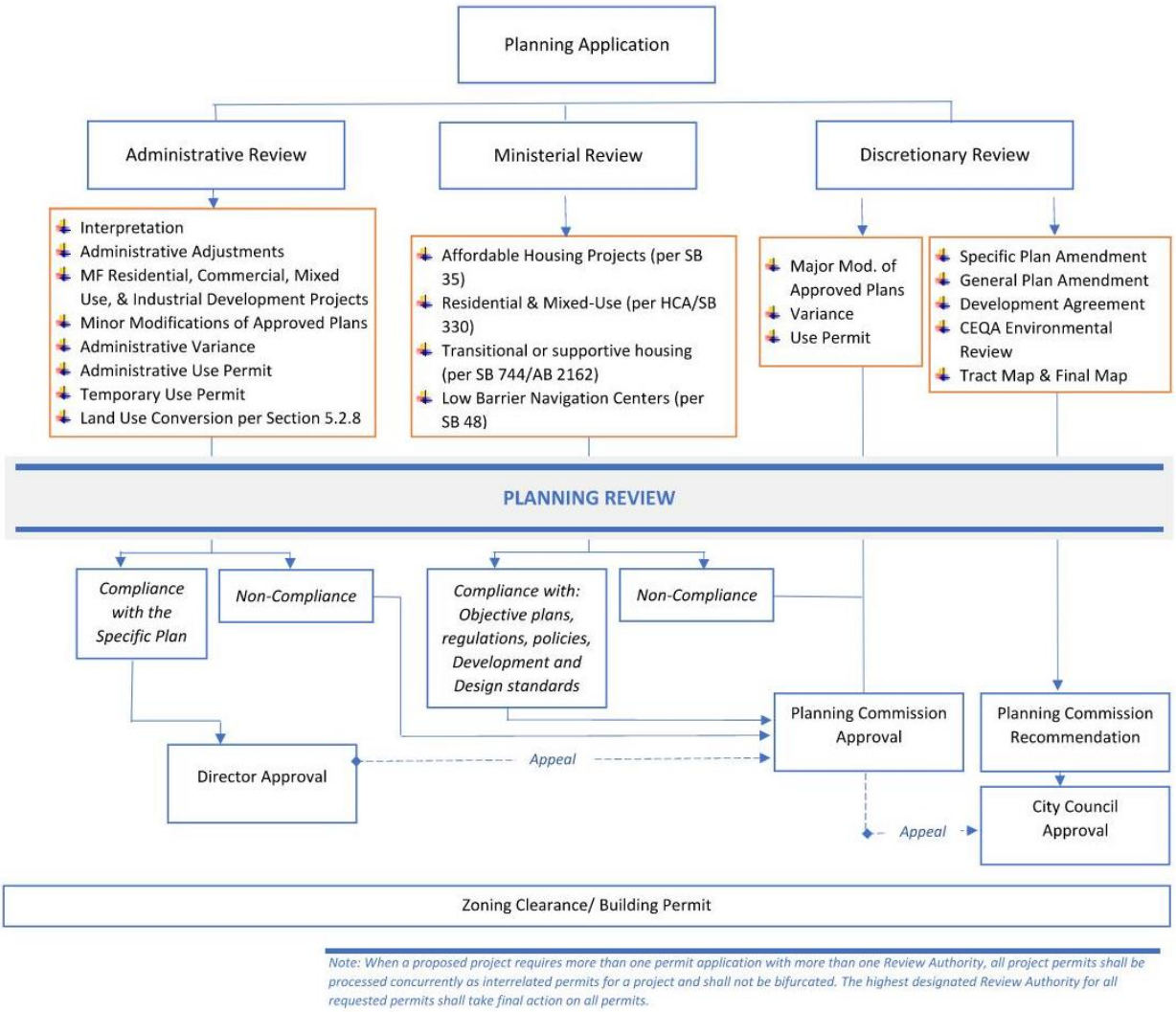
5.2.3.2 Variance

All Variances that do not qualify as an Administrative Variance are subject to discretionary review and requirements pursuant to Section 6.04.06.E (Variances) of the IUDC.

5.2.3.3 Use Permits

Uses specified as conditionally permitted uses (CUP) within Chapter 3 “Development Regulations” of this Specific Plan shall be reviewed and approved by the City pursuant to the requirements of the Unified Development Code, Section 6.04.04 (Use Permits).

Figure 5-1: Permit Process



5.2.4 Pre-Application Review and Conferences

A Pre-Application Review is a review process and opportunity to:

1. Acquaint a potential application with information on relevant policies, code regulations, and other relevant criteria and procedures. This review is intended for large or complex projects and projects that are potentially controversial.

2. Provide a potential applicant with an early opportunity to meet with the City's Pre-Application Committee to identify possible major issues and discuss the City's review processes to help expedite permit processing and approvals.
3. To acquaint City staff with a potential applicant and application.

Pre-application reviews for subsequent development projects requiring an administrative review or discretionary planning review is not required.

5.2.5 Concurrent Processing

Concurrent Processing. When a proposed project requires more than one permit application with more than one Review Authority, all project permits shall be processed concurrently as interrelated permits for a project and shall not be bifurcated. The highest designated Review Authority for all requested permits shall take final action on all permits.

5.2.6 Notice of Decision; Appeals; Expiration, Extensions, and Modifications.

When making a decision to approve, approve with conditions, modify, or deny any discretionary permit, the responsible authority shall issue a Notice of Decision and make findings of fact as required.

5.2.6.1 Notice of Decision

Where Planning Review is conducted ***by the Director***, a Notice of Decision shall be provided pursuant to Section 6.03.10 (Timing and Notice of Decision and Findings Required) of the IUDC. The Director shall provide a report at every regularly scheduled Planning Commission meeting of administrative decisions made by the Director or his/her designee.

Where Planning Review is conducted ***by the Planning Commission***, a Notice of Decision of Planning Review shall be provided concurrently with the associated project approval (such as the Conditional Use Permit or Variance). See Section 6.03.10 (Timing and Notice of Decision and Findings Required) of the IUDC.

5.2.6.2 Appeals

Planning Review decisions are subject to the appeal provisions of Section 6.03.13 (Appeals).

5.2.6.3 Expiration, Extensions, and Modifications

Planning Review approval is effective and may only be extended or modified as provided for in Section 6.03.15 (Expiration and Extension) and Section 6.03.16 (Modification of Approved Plans) of the IUDC.

Table 5-1 Review Authority		
Review Authority	**Request**	**Review Type**
Community Development Director or Designee	Interpretations per Specific Plan Section 5.1.4	Administrative
	Administrative Adjustments per Specific Plan Section 5.1.6.1	
	Land Use Conversions per Specific Plan Section 5.2.7	
	Sign Permits and updated Master Sign Program	
	Zoning Clearance Letter	
	Administrative Planning Review per Specific Plan Section 5.2.1	
	Administrative Use Permit per Specific Plan Section 5.2.1.3	
	Administrative Variance per Specific Plan Section 5.2.1.2	
	Home Occupation Permit	
	Temporary Use Permit	
Planning Commission	Discretionary Planning Review per Specific Plan Section 5.2.3	Discretionary
	Conditional Use Permit per Specific Plan Section 5.2.3.3	
	Variance per Specific Plan Section 5.2.3.2	
	Certification of Public Convenience (ABC license)	
	Tentative Parcel Map	
	Major Modifications to an Approved Permit per Specific Plan Section 5.2.3.1	
	Appeal of Community Development Director's Decision	
	Call for review a decision of the Director pursuant to IUDC Section 6.03.11	
City Council	Specific Plans and Amendments	Discretionary
	Tentative Tract Maps, Final Maps, and Improvements per Indio Municipal Code	

Table 5-1 Review Authority		
Review Authority	**Request**	**Review Type**
preceding Planning Commission recommendation	Development Agreements and Amendments per IUDC Section 6.05.02	
	General Plan Amendment per IUDC Chapter 6.06	
	Appeal of Planning Commission Decision pursuant to IUDC Section 6.03.12	
	Call for review a decision of the Director or Planning Commission pursuant to IUDC Section 6.03.11	

5.2.7 Land Use Conversion

The amount and type of land uses within the Specific Plan Area is programmatic and is intended to be flexible, responding to market demand and opportunities for unique or in-demand land uses. The mix of uses outlined in the Land Use section of this document is based upon anticipated demand for these uses at the time of writing.

Maximum intensities of land uses may be converted at any time by the project developer, based on the conversion factors outlined in Table 5-2, *Land Use Equivalency Conversion*. These conversion factors are based on trip generation, which allows a conversion program while keeping traffic generation stable. Implementation of a land use conversion will be reviewed by the Community Development Director as part of the related application and allowed as part of an administrative Planning review subject to substantial conformance with relevant development standards.

Scenario #2 reflects an illustrative alternative development scenario that is consistent with both (1) the maximums under Table 2-2 and (2) the land use equivalency conversion ratios in Section 5.2.3.

Table 5-2 Scenario #2					
Land Use District	**PA**	**Acreage (Approximately)**	**Land Uses**		
			Multi-Family Residential	**Commercial Non-Residential Square Footage**	
Mixed-Use	1	61.9	20 DU/AC	71,600 square feet	128 Key Hotel/Motel
Mixed-Use	2	4.2			
Mixed-Use	3	9.3			
Industrial	4	92.8	N/A	1,806,290 square feet	
Public ROW Dedication		2.0	N/A		

Table 5-2 Scenario #2				
Land Use District	**PA**	**Acreage (Approximately)**	**Land Uses**	
			Multi-Family Residential	**Commercial Non-Residential Square Footage**
I.I.D Substation		2.4	N/A	
Interior ROW		10.5	N/A	
TOTALS		**182.8**	**1,237 DU**	**1,877,890 and 128 Key Hotel/Motel**

Table 5-2 allows for Floor Area reallocations between the Land Use Categories utilizing conversion factors in Table 5-3. For example: 100 multi-family residential dwelling units is equivalent to 12.378 ksf or 12,378 square feet of Commercial/Retail Option A use. If 12,378 square feet were constructed using the conversion factors, that would eliminate the potential for 100 dwelling units (as counted against the 3,240 dwelling unit maximum). Because the conversion factors reflect equivalent trip generation, the overall trip generation associated with the reduction in 100 dwelling units and commensurate increase in 12,378 square feet of commercial/retail uses are considered “equivalent.”

Table 5-3
Land use Equivalency Conversion

	Land Use (Unit)	Equivalency Ratios to Convert to these Land Use Types					
		MF Residential (DU) [a]	Commercial/ Retail Option A (KSF) [b]	Commercial/Retail Option B (KSF) [c]	Hotel (Rooms)	Industrial (KSF) [d]	Office (KSF) [e]
From these Land Use Types:	MF Residential (DU) [a]	--	0.124	0.071	0.844	1.047	0.622
	Commercial/Retail Option A (KSF) [b]	8.079	--	--	6.815	8.455	5.023
	Commercial/Retail Option B (KSF) [c]	14.019	--	--	11.826	14.672	8.717
	Hotel (Rooms)	1.185	0.147	0.085	--	1.241	0.737
	Industrial (KSF) [d]	0.956	0.118	0.068	0.806	--	0.594
	Office (KSF) [e]	1.608	0.199	0.115	1.357	1.683	--
Land Use (Unit)	**Quantity to Convert From**	**Land Use Equivalence**					
		MF Residential (DU) [a]	Commercial/ Retail Option A (KSF) [b]	Commercial/Retail Option B (KSF) [c]	Hotel (Rooms)	Industrial (KSF) [d]	Office (KSF) [e]
MF Residential (DU) [a]	100	--	12.378	7.133	84.355	104.658	62.177
Commercial/Retail Option A (KSF) [b]	100	807.864	--	--	681.477	845.497	502.306
Commercial/Retail Option B (KSF) [c]	100	1,401.929	--	--	1,182.60	1,467.24	871.661
Hotel (Rooms)	100	118.546	14.674	8.456	--	124.068	73.709
Industrial (KSF) [d]	100	95.549	11.827	6.816	80.601	--	59.410
Office (KSF) [e]	100	160.831	19.908	11.472	135.670	168.323	--

Notes
[a] ITE LU 220: Multifamily Housing Low Rise Not Close to Rail Transit
[b] ITE LU 822: Strip Retail Plaza less than 40K
[c] ITE LU 821: Shopping Plaza 40K- 150K with Supermarket
[d] ITE LU 155: High Cube Fulfillment Center Warehouse Sort
[e] ITE LU 710: General Office Building

5.2.8 Conceptual Phasing

A diverse typology of residential and non-residential land uses is anticipated to achieve the Specific Plan vision. The extension of "A" Street (east-west internal roadway) connects the different land uses and the Specific Plan Area as a whole with the existing surrounding neighborhood and the regional circulation network. Buildout of the Specific Plan will take place in multiple phases based on market demand. The only factor limiting the phases is that infrastructure is available for the construction of that phase.

The Oasis at Indio will be phased to:

- Provide for the orderly build-out of the community based upon market demand.
- Provide adequate infrastructure to service the development.
- Phases may occur concurrently so long as the associated infrastructure is provided.

5.2.9 Maintenance and Ownership

The public and private improvements constructed within The Oasis at Indio shall be maintained through a combination of public and private entities as described in Table 5-3, Financing, Ownership, and Maintenance Responsibilities.

Maintenance will be funded by a combination of private and public funds. For common areas located within a planning area, the CC&Rs shall govern the maintenance responsibilities. The maintenance association(s) or property owners shall be responsible for private driveways, parking, open space areas, signage, landscaping, irrigation, common areas, on-site sewers, storm drains, BMPs, and other responsibilities as necessary. For areas outside the planning area boundaries, municipal maintenance districts may fund the maintenance of these areas. See Section 5.2.11 for possible financing mechanisms.

Table 5-4
Financing, Ownership, and Maintenance

Facility	Financing	Ownership	Maintenance
Public Street right-of-way (ROW)			
• Curb to Curb Improvements	Developer	City	City
• Storm Water Drainage/Water Quality Facilities	Developer	City	City
• Water Infrastructure	Developer	IWA	IWA
• Sewer Infrastructure	Developer	VSD	VSD
• Dry Utilities ○ Electric ○ Natural Gas	Developer	IID SCG	IID SCG
• Landscaping including medians & parkways	Developer	City	City
• Sidewalks	Developer	City	City
• Streetlights	Developer	City	City
• Traffic control signal	Developer	City	City
• Traffic control signs	Developer	City	City
”A” Street			
• Curb to Curb Improvements	Developer	Private	Private/POA
• Water Infrastructure	Developer	IWA	IWA
• Sewer Infrastructure	Developer	VSD	VSD
• Dry Utilities ○ Electric ○ Natural Gas	Developer	IID SCG	IID SCG

Table 5-4 Financing, Ownership, and Maintenance			
Facility	**Financing**	**Ownership**	**Maintenance**
• Landscaping including parkways	Developer	Private	Private/POA
• Sidewalks	Developer	Private	Private/POA
• Traffic control signs	Developer	Private	Private/POA
• Streetlights	Developer	Private	Private/POA
Internal Planning Areas			
• On-Parcel Water Infrastructure	Developer	Private	Private/POA
• On-Parcel Sewer Infrastructure	Developer	Private	Private/POA
• On-Parcel Fire Line Infrastructure	Developer	Private	Private/POA
• Common Open Space	Developer	Private	Private/POA
• Common landscape areas	Developer	Private	Private/POA
• Fences & walls	Developer	Private	Private/POA
• Drive aisles and parking	Developer	Private	Private/POA
• Storm Water Drainage/Water Quality Facilities	Developer	Private	Private/POA
• Dry Utility Infrastructure	Developer	Private	Private/POA
• IID Substation	Developer	IID	IID

5.2.10 Development Agreement

The property owner and the City of Indio may enter into a development agreement on a single planning area or collection of planning areas therein. The development agreement may include, but not be limited to, methods for financing, acquisition, and construction of infrastructure, and the provision of economic opportunities for the City of Indio and employment and/or housing opportunities for community residents.

5.2.11 Financing for Construction, Operations and Maintenance

A facilities financing program is critical to this Specific Plan's implementation. The financing program ensures timely financing of public streets, utilities, and other necessary capital improvements.

Various options are available for the financing of capital improvements associated with Specific Plan development and for funding the future operations and maintenance costs of public improvements and facilities. The exact financing method will be determined in conjunction with the phasing of the improvements and facilities. Some of the possible funding mechanisms are listed in Table 5-4.

Table 5-5 Financing Mechanisms		
Type	**Description**	**Use**
Assessment Districts **"Assessment" includes, but is not limited to, "Special Assessment," "Benefit Assessment," and "Maintenance Assessment."**	An Assessment District is a financing mechanism under the California Streets and Highway Code, Divisions 10 and 12, enabling the City, or special districts organized for the purpose of aiding in the development or improvement to, or within the district, to designate specific areas as an assessment district with the approval of a majority of the landowners based on financial obligations, and allows these Districts to issue bonds and collect special assessments to finance the improvements constructed or acquired by the District. Assessment District help each property owner pay a fair share of the costs of such improvements over a period of years at reasonable interest rates and ensures that the cost will be spread to all properties that receive direct and special benefit by the improvements constructed. A lien is placed against each property within the district, which is amortized over the life of the assessment, and is collected with regular property taxes.	Construct, and sometimes operate and maintain, public capital improvements, such as streets, sidewalks, curbs and gutters, water, sewer, gas, electric, lighting, drainage, and flood control, as well as landscaping and parking facilities.
Landscape and Lighting Districts	The Landscape and Lighting District provides and ensures the continued maintenance, servicing, administration and operation of various landscaped and lighting improvements and associated appurtenances located within the public right-of-way and dedicated landscape easements in various tracts throughout each district. Funding is determined annually, based upon the landscape, maintenance	Maintain certain improvements such as perimeter landscape, medians and center islands, planting materials, irrigation systems, drainage systems, detention basins, open space areas, public pedestrian paths, and entry monuments.

Table 5-5 Financing Mechanisms		
Type	**Description**	**Use**
	and appurtenant facilities associated with the district, and costs associated with their maintenance. Costs are apportioned to the parcels within each district based on an equity-based formula. Annual assessments are established pursuant to the Landscape and Lighting Act of 1972, Part 2 of Division 15 of the California Streets and Highways Code.	
Property and Business Improvement District	A Property and Business improvement District is a form of a Benefit Assessment District. It is a geographically defined business area in which private property owners' group to gain legal standing and generate revenue to improve the services and facilities of the area.	Physical improvements and programs, including street furnishings, signs, lighting, street and sidewalk cleaning, retail retention and recruitment, and marketing for businesses.
Cost Reimbursement District	A Cost Reimbursement District is a form of a Benefit Assessment District that allows a developer to recoup costs of initial infrastructure with capacity to serve areas beyond the boundaries of the development. It requires the initial installation of the improvement by a developer who then receives cost reimbursement from future developers as they utilize the improvements.	Construct major infrastructure improvements.
Mello-Roos District/Community Facility Districts	The Mello-Roos Community Facilities Act of 1982 (Government Code §53321) is strictly a funding mechanism that enables the County, special districts, and school districts to establish Community Facility Districts to levy special taxes to fund facilities and services within the district.	Develop schools, transportation facilities, libraries, recreation, and infrastructure. Maintenance of public facilities and services, such as parks, open space, storm drain, fire and police.

Table 5-5 Financing Mechanisms		
Type	**Description**	**Use**
Special District/Community Services District	A special district is a separate entity that provides facilities and services in a defined area (Government Code §16271). Special Districts may serve a single function (e.g., vector control) or multiple functions (e.g., County Service Area), in which case they are often referred to as Community Services Districts (Government Code §61000, et seq). An Enterprise Special District charges fees for customer services, while a Non-Enterprise Special District does not charge user fees. A Non-Enterprise Special District provides services that benefit the entire community, not just specific individuals. An Independent Special District elects a Board of Directors, either by registered voters, or by landowners. A Dependent Special District is governed by an existing legislative body, such as the County Board of Supervisors.	Construct facilities and provide public services. Commonly used for parks and recreation, water, sewer, fire protection.
Developer-Paid Impact Fees	Impact fees are direct charges to developers that are collected primarily upon approval of a building permit, certificate of occupancy, or final inspection by the County as a condition of development project approval. The purpose of the fee must directly relate to the need created by the development. The amount must be proportional to the cost of the improvement to mitigate the impact.	Construct transportation, infrastructure, parks and recreation facilities.
Conventional Subdivision Financing	This method is to finance with a lender the construction of necessary public facilities and infrastructure to serve the subdivision along with the development of residential	Any infrastructure or public facilities necessary to support the development of the subdivision land uses, including

Table 5-5 Financing Mechanisms		
Type	**Description**	**Use**
	and/or commercial uses in the subdivision.	roads, parks, water and storm water facilities.
Land Reservation, Offers of Dedication, and/or Easements	Land reservation, dedications and easements can be granted to the primary or subsequent developer of the Specific Plan by a public agency or entity to construct improvements for that agency or entity to manage, or the developer may give such grants to a public agency/entity to construct and manage facilities.	Construct and maintain utilities, rights-of-way, open space, parks and recreation, and other infrastructure.
Public Utility District	A Public Utility District is a form of a Special District that may be created pursuant to the State Public Utility District Act (Public Utilities Code §15501-18055). A Public Utility District can provide one or more services to a given geographical area. It is managed by an elected Board of Directors residing within the District.	Construct and maintain utilities, including energy.
Reimbursement Agreement	A Developer Reimbursement Agreement can take the form of a written contract between the primary developer in the Specific Plan Area and subsequent developers or property owners. The primary developer constructs infrastructure improvements for an overall area, and then is reimbursed or partially reimbursed the costs by subsequent developers or property owners benefitting from the improvement.	Construct streets and other transportation or parking facilities; water, sewer, storm water infrastructure.
Property Owners Association	A Property Owners' Association (POA) can include all types of residential units and sometimes businesses and commercial properties. POAs often have a Board of Directors elected by the property owners in the given area managed by the POA. Each property owner pays dues to the	Maintain landscaping, open space and other areas, as well as recreation facilities, owned in common by the POA property owners.

Table 5-5 Financing Mechanisms		
Type	**Description**	**Use**
	POA, which can then be used by the POA to manage landscaping, recreation, and other commonly owned facilities.	
Transportation Management Association	A Transportation Management Association (TDA) is a non-profit, member-controlled organization that provides transportation services in a geographic area. It is often a public-private partnership that provides Transportation Demand Management (TDM) measures that reduce vehicle miles travelled, encourage carpooling, encourage alternative transportation, and can also provide parking management. The Association is often more cost effective than a single business in offering TDM measures. A TDA can be established for the Specific Plan Area, with residents, employers, employees and customers in the area pooling resources to reduce transportation infrastructure needs and parking demand, thereby reducing transportation and parking infrastructure costs.	A TDA can be established for the Specific Plan Area, with residents, employers, employees, and customers in the area pooling resources to reduce transportation infrastructure needs and parking demand, thereby reducing infrastructure costs and the amount of land reserved for parking spaces.

Appendix A:
Airport Land Use Commission (ALUC)

RIVERSIDE COUNTY
AIRPORT LAND ISE COMMISSION

February 13, 2024

Kevin Snyder, Director of Community Development
City of Indio, Planning Department
100 Civic Center Mall,
Indio, CA 92201

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.:	ZAP1093BD23
Related File Nos.:	GP-23-0001 (General Plan Amendment), SP-0001 (Specific Plan), ZMA-23-0001 (Zoning Map Amendment), TPM-23-0001 (Tentative Parcel Map)
Compatibility Zone:	Zones C, D, E
APNs:	610-020-001, 610-020-010, 610-020-013, 610-020-021, 610-020-034, 610-020-036

Dear Mr. Snyder:

On February 8, 2024, the Riverside County Airport Land Use Commission (ALUC) found City of Indio Case Nos. GP-23-0001 (General Plan Amendment), SP-0001 (Specific Plan), ZMA-23-0001 (Zoning Map Amendment), TPM-23-0001 (Tentative Parcel Map), a proposal to establish the Oasis at Indio Specific Plan on approximately 186 acres which includes 66 acres of Mixed-Use in Planning Area 1; 5 acres of Mixed-Use in Planning Area 2, 10 acres of Mixed-Use in Planning Area 3, and 100 acres of Industrial in Planning Area 4, located southerly of Avenue 42, westerly of Monroe Street, and northerly of Interstate 10, and the applicant also proposes amending the site's General Plan land use designation from Mixed Use Neighborhood and Regional Commercial to Specific Plan, and also change the site's zoning from Specific Plan, Mixed Use Neighborhood, and Regional Commercial to Specific Plan, and the applicant also proposes to divide the site into 4 parcels (one for each Planning Area), **CONSISTENT** with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan

Supporting documentation was provided to the Airport Land Use Commission and is available online at www.rcaluc.org, click Agendas, click 02-08-2024 Agenda, Bookmark Agenda Item 3.1.

If you have any questions, please contact me at (951) 955-6893.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

Paul Rull, ALUC Director

Attachment: Notice of Airport in Vicinity

cc: B.H. Indio, LLC (applicant/property owner)
MIG, Inc. (representative)
Ann Goodwyn, Manager, Bermuda Dunes Executive Airport
ALUC Case File

X:\AIRPORT CASE FILES\Bermuda Dunes\ZAP1093BD23\ZAP1093BD23.LTR.doc

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County Administrative Center
4080 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

Appendix B:
Track Implementation Form

Appendix B – Project Tracking Form

The Oasis at Indio Specific Plan

Land Use Tracking (Prototype)

Date _____

Application File No. _____

Site Plan No. _____

Parcel No. _____

The Oasis at Indio Specific Plan identifies total development for residential units, commercial square footage, hotel rooms, and industrial warehouse square footage.

The Specific Plan allows for a baseline land use of:

- 3,240 dwelling units;
- 20,000 sf of non-residential uses; and
- 1,806,290 sf of industrial uses.

Complete the form for items applicable to the proposed project.

Use	Total	Parcel #
Residential		
Total baseline		
Previously allocated		
Proposed DU		
Remaining DU		
Commercial		
Total baseline		
Previously allocated		
Proposed SF		
Remaining SF		
Hotel		
Total baseline		
Previously allocated		
Proposed room/keys		
Remaining room/keys		
Industrial		
Total baseline		
Previously allocated		
Proposed SF		
Remaining SF		
Office		
Total baseline		
Previously allocated		
Proposed SF		
Remaining SF		