CITY OF LOS ANGELES
OFFICE OF THE CITY CLERK
ROOM 395, CITY HALL
LOS ANGELES, CALIFORNIA 90012
CALIFORNIA ENVIRONMENTAL QUALITY ACT

PROPOSED MITIGATED NEGATIVE DECLARATION

LEAD CITY AGENCY	**COUNCIL DISTRICT**
City of Los Angeles	CD 12 - MITCHELL ENGLANDER
PROJECT TITLE	**CASE NO.**
ENV-2015-4679-MND	CPC-2015-4680-GPA-ZC, VTT-73814-SL, APCSV-2015-4684-ZC; VTT-73714-SL

PROJECT LOCATION
7000 North Woodlake Avenue and 23200 West Sherman Way, West Hills, California 91307

PROJECT DESCRIPTION
The project involves the construction of 51 new small lot homes on a 195,103 square-foot site. The project will result in the continuation and improvement of Woodlake Avenue, which is currently only a paper street and has not yet been improved. With the new street improvement, the site will be divided to include a 110,394 square foot site (2.53 acres) on the westerly side of Woodlake Avenue and an 84,709 net square-foot site (1.95 acres) on the easterly side of Woodlake Avenue. The easterly development will include the construction of 36 small lot homes and one remainder parcel with the westerly development consisting of 15 small lot homes and one remainder parcel within the A1-1 Zone. Each home will be two stories in height and will include two parking spaces within private garages. In addition, the easterly development will provide 10 guest parking spaces and the westerly development will provide 15 guest parking spaces.

The site abuts the Bell Creek flood channel (County of Los Angeles). In addition, the easterly site contains the Canoga Mission Gallery, City of Los Angeles Historic-Cultural Monument No. 135, and a plant nursery, which will both be preserved as part of the project. The project site was part of a 250-acre ranch, as early as 1936 and in 1964 until the present, has been operating as an art gallery and non-profit arts organization. To ensure that the project's construction and operational phases do not disturb the monument, the applicant retained Chattel Inc., historic preservation consultants, to prepare an historic assessment of the monument. The assessment provided recommendations to preserve the monument during the construction and operational phases of the project, which have been included as mitigations measures.

The project is in request of a General Plan Amendment, a Zone Change and Vesting Tentative Tract Map to allow for the development of the proposed project. Approximately 3,775 cubic yards of earth will be imported to the easterly site and 2,230 cubic yards will be imported/exported from the westerly site. A total of 16,150 cubic yards will be graded from the easterly site with 27,210 cubic yards of grading from the westerly site.

NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY
Michael Harris, Sherman Way-West Hills Partners, LLC.
22801 Ventura Boulevard, Suite 111
Woodland Hills, California 91364

FINDING:
The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance

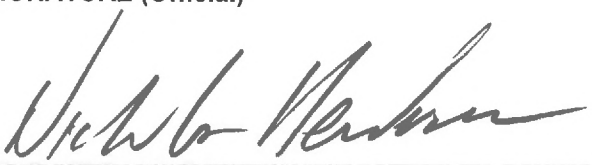
(CONTINUED ON PAGE 2)

SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.

Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-make may adopt the mitigated negative declariation, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

NAME OF PERSON PREPARING THIS FORM	**TITLE**	**TELEPHONE NUMBER**
OLIVER NETBURN	City Planning Associate	(213) 978-1382

ADDRESS	SIGNATURE (Official)	DATE
200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012		06/15/2016

IV-10. Habitat Modification (Nesting Native Birds, Hillside or Rural Areas)

- The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). The following measures are as recommended by the California Department of Fish and Game:
- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:
- a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within 300 feet of the construction work area (within 500 feet for raptors) as access to adjacent areas allows. The surveys shall be conducted by a Qualified Biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species (within 500 feet for suitable raptor nesting habitat) until August 31.
- c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest (within 500 feet for raptor nests) or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

IV-60. Tree Preservation (Grading Activities)

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- "Orange fencing" or other similarly highly visible barrier shall be installed outside of the drip line of locally protected and significant (truck diameter of 8 inches or greater) non-protected trees, or as may be recommended by the Tree Expert. The barrier shall be maintained throughout the grading phase, and shall not be removed until the completion and cessation of all grading activities.

IV-70. Tree Removal (Non-Protected Trees)

- Environmental impacts from project implementation may result due to the loss of significant trees on the site. However, the potential impacts will be mitigated to a less than significant level by the following measures:
- Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-of-way.
- All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.
- Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division, Bureau of Street Services, Department of Public Works.
- All replacement trees shall be consistent with the Los Angeles River Master Plan Landscaping Guidelines and Plant Palette.

IV-90. Tree Removal (Public Right-of-Way)

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- Removal of trees in the public right-of-way requires approval by the Board of Public Works.

- The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077).
- The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.
- All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

V-50. Cultural/Historic Resources

- The project will result in an impact on identified cultural/historical resources. However, the impact can be reduced to a less than significant level though compliance with the following measure(s):
- The historic pilasters on the Canoga Mission Gallery property shall be retained and preserved in situ or in place.
- Homes abutting the Canoga Mission Gallery Parcel shall not exceed a height of 25 feet.
- Structures abutting the Canoga Mission Gallery Parcel shall not exceed a height of 25 feet.
- The house on Lot No. 1 shall be turned to face Woodlake Avenue, allowing an open space on the corner of this property that is not enclosed by fencing to the lot line.
- Walls abutting the Canoga Mission Gallery parcel shall not exceed five feet in height. Additionally, adjustments to the slumpstone wall's placement were made at Lot No. 2, and small portions of lots Lot Nos. 1 and 3, stepping it back one foot-four inches to the south, to accommodate the Canoga Mission Gallery's wood split-rail fence with stone pilasters that extends in over the parcel line into the subject property.
- An 8,750 square-foot remainder parcel shall be left undeveloped as to provide a buffer between the monument and the new development.

XIV-10. Public Services (Fire)

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal fire protection facilities. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

XIV-20. Public Services (Police – Demolition/Construction Sites)

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- Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area.

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CALIFORNIA ENVIRONMENTAL QUALITY ACT

INITIAL STUDY
and CHECKLIST

(CEQA Guidelines Section 15063)

LEAD CITY AGENCY: City of Los Angeles	**COUNCIL DISTRICT:** CD 12 - MITCHELL ENGLANDER	**DATE:**
RESPONSIBLE AGENCIES: Department of City Planning		
ENVIRONMENTAL CASE: ENV-2015-4679-MND	**RELATED CASES:** CPC-2015-4680-GPA-ZC, VTT-73814-SL, APCSV-2015-4684-ZC; VTT-73714-SL	
PREVIOUS ACTIONS CASE NO.:	☐ Does have significant changes from previous actions. ☐ Does NOT have significant changes from previous actions	

PROJECT DESCRIPTION:
A GENERAL PLAN AMENDMENT FROM VERY LOW RESIDENTIAL TO LOW RESIDENTIAL, A ZONE CHANGE FROM A1 TO (T)(Q)RD5 AND (T)(Q)RD3 FOR THE CONSTRUCTION OF 51 SINGLE FAMILY DWELLINGS WITH 127 TOTAL PARKING SPA

ENV PROJECT DESCRIPTION:
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ENVIRONMENTAL SETTINGS:
The two sites are flat, irregular shaped parcels of land. The easterly site has a 414-foot frontage along Woodlake Avenue. The westerly site has a 383-foot frontage along Sherman Way and a 368-foot frontage along Woodlake Avenue. The total site contains 51 non-protected trees. The easterly site is improved with a plant nursery and the Canoga Mission Gallery, which will both be maintained as part of the project. The site is currently not improved with concrete curbs, sidewalks, or gutters.

The project site is located in the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan and is currently zoned A1-1 with land use designations of Very Low Residential, Low Residential, and Low Medium I Residential. The property is located within an equine keeping area and is 13.2 kilometers from the Simi-Santa Rosa Fault Zone. The site is not within a Very High Fire Hazard Severity Zone, methane hazard zone, Special Grading Area, Alquist-Priolo Fault Zone, and is not prone to landslides, liquefaction, or tsunamis. Surrounding properties consist of mostly single-family homes to the south, west, and east, and condominium developments ranging from 18 unit to 48 units to the north.

<table>
<tr><td colspan="3">PROJECT LOCATION:
7000 North Woodlake Avenue and 23200 West Sherman Way, West Hills, California 91307</td></tr>
<tr><td>COMMUNITY PLAN AREA:
CANOGA PARK - WINNETKA - WOODLAND HILLS - WEST HILLS
STATUS:

✔ Does Conform to Plan

☐ Does NOT Conform to Plan</td><td>AREA PLANNING COMMISSION:
SOUTH VALLEY</td><td>CERTIFIED NEIGHBORHOOD COUNCIL:
WEST HILLS</td></tr>
<tr><td>EXISTING ZONING:
A1-1</td><td>MAX. DENSITY/INTENSITY ALLOWED BY ZONING:
36 dwellings (westerly); 16 dwellings (easterly)</td><td rowspan="3">LA River Adjacent:</td></tr>
<tr><td>GENERAL PLAN LAND USE:
Low Medium I Residential; Low Residential; Very Low Residential</td><td>MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:
55 dwellings (westerly); 16 dwellings (easterly)</td></tr>
<tr><td></td><td>PROPOSED PROJECT DENSITY:
36 dwellings (westerly); 15 dwellings (easterly)</td></tr>
</table>

Determination (To Be Completed By 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 on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find 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 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	Title	Phone
	**City Planning Associate**	**(213) 978-1382**

Evaluation Of Environmental Impacts:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
   a. Earlier Analysis Used. Identify and state where they are available for review.
   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
    a. The significance criteria or threshold, if any, used to evaluate each question; and
    b. The mitigation measure identified, if any, to reduce the impact to less than significance.

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	☐ GREEN HOUSE GAS EMISSIONS	☐ POPULATION AND HOUSING
☐ AGRICULTURE AND FOREST RESOURCES	☐ HAZARDS AND HAZARDOUS MATERIALS	✓ PUBLIC SERVICES
☐ AIR QUALITY	☐ HYDROLOGY AND WATER QUALITY	☐ RECREATION
✓ BIOLOGICAL RESOURCES	☐ LAND USE AND PLANNING	☐ TRANSPORTATION/TRAFFIC
✓ CULTURAL RESOURCES	☐ MINERAL RESOURCES	☐ UTILITIES AND SERVICE SYSTEMS
☐ GEOLOGY AND SOILS	☐ NOISE	✓ MANDATORY FINDINGS OF SIGNIFICANCE

INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

Background

PROPONENT NAME:
Michael Harris, Sherman Way-West Hills Partners, LLC.

PHONE NUMBER:
(818) 322-6777

APPLICANT ADDRESS:
22801 Ventura Boulevard, Suite 111
Woodland Hills, California 91364

AGENCY REQUIRING CHECKLIST:
Department of City Planning

DATE SUBMITTED:
12/24/2015

PROPOSAL NAME (if Applicable):

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
I. AESTHETICS					
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.	Substantially degrade the existing visual character or quality of the site and its surroundings?			✓	
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	
II. AGRICULTURE AND FOREST RESOURCES					
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 nonagricultural use?				✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓
III. AIR QUALITY					
a.	Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓	
c.	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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
d.	Expose sensitive receptors to substantial pollutant concentrations?			✓	
e.	Create objectionable odors affecting a substantial number of people?			✓	
IV. BIOLOGICAL RESOURCES					
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, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			✓	
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (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?				✓
V. CULTURAL RESOURCES					

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?		✓		
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			✓	
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	
d.	Disturb any human remains, including those interred outside of formal cemeteries?			✓	
VI. GEOLOGY AND SOILS					
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 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.				✓
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?			✓	
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?			✓	
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				✓
e.	Result in substantial soil erosion or the loss of topsoil?			✓	
f.	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?			✓	
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓	
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓
VII. GREEN HOUSE GAS EMISSIONS					
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?			✓	
VIII. HAZARDS AND HAZARDOUS MATERIALS					
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 for people residing or working in the project area?				✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
IX. HYDROLOGY AND WATER QUALITY					
a.	Violate any water quality standards or waste discharge requirements?				✓
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e.	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?			✓	
f.	Otherwise substantially degrade water quality?			✓	
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j.	Inundation by seiche, tsunami, or mudflow?				✓
X. LAND USE AND PLANNING					
a.	Physically divide an established community?				✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				✓
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓
XI. MINERAL RESOURCES					
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?				✓
XII. NOISE					
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
XIII. POPULATION AND HOUSING					
a.	Induce substantial 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 housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓
XIV. PUBLIC SERVICES					
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?		✓		
b.	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: Police protection?		✓		
c.	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: Schools?			✓	
d.	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: Parks?			✓	
e.	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: Other public facilites?			✓	
XV. RECREATION					
a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	
XVI. TRANSPORTATION/TRAFFIC					
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	

		Potentially significant impact	Less than significant with mitigation incorporated	Less than significant impact	No impact
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✓	
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
e.	Result in inadequate emergency access?			✓	
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				✓
XVII. UTILITIES AND SERVICE SYSTEMS					
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e.	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?			✓	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?			✓	
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE					
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?		✓		

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2015-4679-MND** and the associated case(s), **CPC-2015-4680-GPA-ZC, VTT-73814-SL, APCSV-2015-4684-ZC; VTT-73714-SL** . Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) **will not:**

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at http://www.lacity.org ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) cityplanning.lacity.org/ or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - http://gmw.consrv.ca.gov/shmp/
Engineering/Infrastructure/Topographic Maps/Parcel Information - http://boemaps.eng.ci.la.ca.us/index01.htm or
City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
OLIVER NETBURN	City Planning Associate	(213) 978-1382	05/20/2016

Impact?	Explanation	Mitigation Measures

APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS			
a.	NO IMPACT	A significant impact would occur if the proposed project would have a substantial adverse effect on a scenic vista. A scenic vista refers to views of focal points or panoramic views of broader geographic areas that have visual interest. A focal point view would consist of a view of a notable object, building, or setting. Diminishment of a scenic vista would occur if the bulk or design of a building or development contrasts enough with a visually interesting view, so that the quality of the view is permanently affected. There are no identified scenic vistas within proximity of the project site and as such, the project will have no impact on any scenic vista.	
b.	NO IMPACT	A significant impact would occur if the proposed project would substantially damage a scenic resource, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. The project is not located on or near any scenic resource. No impact would occur.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would substantially degrade the existing visual character or quality of the project site and its surroundings. Significant impacts to the visual character of a site and its surroundings are generally based on the removal of features with aesthetic value, the introduction of contrasting urban features into a local area, and the degree to which the elements of the proposed project detract from the visual character of an area. The proposed project will result in the construction of a total of 51 small lot homes and the approximately 375-foot long extension of Woodlake Avenue from Sherman Way. The proposed project would include landscaping and streetscape improvements to enhance the visual quality of the area. Accordingly, the proposed project would not degrade the existing visual character or quality of the project site and its surroundings. Therefore, the proposed project would result in a less than significant impact on visual quality.	

	Impact?	Explanation	Mitigation Measures
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if light and glare substantially altered the character of off-site areas surrounding the site or interfered with the performance of an off-site activity. Light impacts are typically associated with the use of artificial light during the evening and night-time hours. Glare may be a daytime occurrence caused by the reflection of sunlight or artificial light from highly polished surfaces, such as window glass and reflective cladding materials, and may interfere with the safe operation of a motor vehicle on adjacent streets. Daytime glare is common in urban areas and is typically associated with mid- to high-rise buildings with exterior façades largely or entirely comprised of highly reflective glass or mirror-like materials. Nighttime glare is primarily associated with bright point-source lighting that contrasts with existing low ambient light conditions. Due to the urbanized nature of the area, a moderate level of ambient nighttime light already exists. Nighttime lighting sources include street lights, vehicle headlights, and interior and exterior building illumination. The proposed 51 dwelling units could include nighttime security lighting. However, the security lighting would be night-friendly LEDs and would not substantially change existing ambient nighttime lighting conditions. The proposed project does not include any elements or features that would create substantial new sources of glare. Therefore, light and glare impacts would be less than significant.	
II. AGRICULTURE AND FOREST RESOURCES			
a.	NO IMPACT	A significant impact would occur if the proposed project would convert valued farmland to non-agricultural uses. No Farmland, agricultural uses, or related operations are present within the project site or surrounding area. While the site is zoned A1-1, the State of California, Department of Conservation, Division of Land Resource Protection's Farmland Mapping and Monitoring Program has classified the site as Urban and Built-up Land and not for farmland uses. The site historically functioned as a "gentleman's farm", belonging to an owner that used the site for leisure rather than for commerce. However, the site has not functioned with agricultural uses since	

	Impact?	Explanation	Mitigation Measures
		1967. Therefore, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, and no impact would occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing agricultural zoning or agricultural parcels enrolled under the Williamson Act. While the project site is zoned for agricultural use, the site is not under a Williamson Act contract. As the project site and surrounding area do not contain farmland of any type, the proposed project would not conflict with a Williamson Act contract. Therefore, no impacts would occur.	
c.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land or timberland or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. The proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
d.	NO IMPACT	A significant impact would occur if the proposed project conflicted with existing zoning for, or caused rezoning of forest land or timberland or result in the loss of forest land or in the conversion of forest land to non-forest use. The project site and the surrounding area are not zoned for forest land or timberland. The proposed project would not conflict with forest land or timberland zoning or result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur.	
e.	NO IMPACT	A significant impact would occur if the proposed project caused the conversion of farmland to non-agricultural use. The project site does not contain farmland, forestland, or timberland. Therefore, no impacts would occur.	
III. AIR QUALITY			
a.	LESS THAN SIGNIFICANT IMPACT	The project will not conflict with or obstruct any air quality plan. The project has the potential to contribute to a reduction in air quality by generating additional trips to the site; however, it does not reach the established threshold	

	Impact?	Explanation	Mitigation Measures
		of potential significance for air quality per the SCAQMD. Based on the CalEEMod conducted for the project, no SCAQMD thresholds were exceeded as summarized in the calculation performed by Rincon Consultants, Inc., dated April 28, 2016, attached. In addition, the project will be required meet SCAQMD District Rule 403 as well as the City's requirements for demolition, grading and construction related air pollution. As such, impacts will be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The project is not expected to result in any air quality violations. The project has the potential to contribute to a reduction in air quality by generating additional trips to the site; however, according to the CalEEMod results for the project, dated April 28, 2016, attached, it does not reach the established threshold of potential significance for air quality per the SCAQMD. It is mandatory for all construction projects in the South Coast Air Basin (Basin) to comply with SCAQMD Rule 403 for Fugitive Dust. Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional particulate matter emissions associated with construction activities and the impacts would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	The project will produce fugitive dust and mobile sources emissions as a result of construction activity. The proposed project and the whole of the Los Angeles metropolitan area are located within the South Coast Air Basin, which is characterized by relatively poor air quality. However, an individual project can emit these pollutants without significantly contributing to this cumulative impact depending on the magnitude of emissions. This magnitude is determined by the project-level significance thresholds established by the SCAQMD. According to the CalEEMod analysis, the	

	Impact?	Explanation	Mitigation Measures
		project's operational and construction regional emissions would not exceed the project-level SCAQMD localized significance thresholds for criteria air pollutants. As such, impacts will be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	The project will not conflict with or obstruct any air quality plan. The project has the potential to contribute to a reduction in air quality by generating additional trips to the site; however, it does not reach the established threshold of potential significance for air quality per the SCAQMD. The project is required meet SCAQMD District Rule 403 as well as the City's requirements for demolition, grading and construction related air pollution. As such, impacts will be less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT	Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. According to the SCAQMD CEQA Air Quality Handbook, land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding. The proposed land uses would not result in activities that create objectionable odors. Therefore, the proposed project would result in a less-than-significant impact related to objectionable odors.	
IV. BIOLOGICAL RESOURCES			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project resulted in the loss or destruction of individuals of a species or through the degradation of sensitive habitat. The subject property is located within a suburban area and is currently undeveloped. The property contains 51 non-protected trees. No endangered and/or threatened species are located within the property, and no such species has been observed on the property. As such, the project would not adversely affect endangered and/or threatened	

	Impact?	Explanation	Mitigation Measures
		species either directly or indirectly through habitat modification and project impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if any riparian habitat or natural community would be lost or destroyed as a result of urban development. The subject property does not contain any riparian habitat and does not contain any streams or water courses necessary to support riparian habitat. Nevertheless, the property does abut Bell Creek which is a concrete channelized tributary to the Los Angeles River. This portion of Bell Creek is does not currently support significant riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS). Furthermore, the project will be required to comply with Clean Water Act, whose purpose is to regulate discharges of pollutants into the waters of the United States and regulating quality standards for surface waters, during the construction and operational phases of the project. With compliance of the Clean Water Act, the proposed project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Services (USFWS) and project impacts would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if federally protected wetlands would be modified or removed by a project. However, as stated above, the property does abut Bell Creek which is a concrete channelized tributary to the Los Angeles River. This portion of Bell Creek is does not currently contain any federally protected wetlands, wetland resources, or other waters of the United States as defined by Section 404 of the Clean Water Act. Furthermore, the project will be required to comply with Clean Water Act, whose purpose is to regulate discharges of pollutants into the waters of the United States and regulating quality standards for surface waters, during the construction and operational phases of the project. Therefore, the proposed	

	Impact?	Explanation	Mitigation Measures
		project would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means and project impacts would be less than significant.	
d.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact would occur if the project would interfere with, or remove access to, a migratory wildlife corridor or impede use of native wildlife nursery sites. The subject property is currently vacant and includes 51 trees, all of which are proposed to be removed. Therefore, the property may support habitat for native resident or migratory species or contain native nurseries and may interfere with wildlife movement or impede the use of native wildlife nursery sites. Incorporation of the mitigation measures would reduce project impacts to less than significant levels.**	**IV-10**
e.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact would occur if the project would be inconsistent with local regulations pertaining to biological resources, including any policies or ordinances protecting biological resources. The subject property contains 51 trees, all of which are proposed to be removed. The removal of 51 trees would be contrary to the City's policies of increasing the City's urban forest. Therefore, the project would conflict with a local policy intended to enhance the City's biological resources. Incorporation of the mitigation measures would reduce project impacts to less than significant levels.**	**IV-60, IV-70, IV-90**
f.	NO IMPACT	The project site and its vicinity are not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Therefore, the proposed project would not conflict with the provisions of any adopted conservation plan, and no impacts would occur.	
V. CULTURAL RESOURCES			

	Impact?	Explanation	Mitigation Measures
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**The subject site contains the Canoga Mission Gallery, City of Los Angeles Historic-Cultural Monument No. 135. The monument will be preserved as part of the project. An historic assessment was prepared by Chattel Inc. The Office of Historic Resources reviewed the assessment and agrees with the findings within the document. With the implementation of the mitigation measures, impacts to the monument will be reduced to less than significant levels.**	**V-50**
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A project-related significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories. Given the archaeological sensitivity of the general area, there is a possibility that unknown, subsurface archaeological resources may exist at the project site. However, if archeological resources are found during excavation, the project will be required to follow procedures as detailed in the California Public Resources Code Section 21083.2 Therefore, the impact would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if excavation or construction activities associated with the proposed project would disturb paleontological or unique geological features. The project area is known for high concentrations of paleontological resources. Although the project site has been previously disturbed and developed and no paleontological resources have been identified on-site or in the vicinity, per the City of LA's Environmental and Public Facilities Maps (Vertebrate Paleontological Resources), the proposed project would require additional ground disturbance that may involve excavation into native soils that contain paleontological resources. If paleontological resources are found during excavation, the project will be	

	Impact?	Explanation	Mitigation Measures
		required to follow procedures as detailed in the California Public Resources Code Sections 5097.5 and 30244. Therefore, the impact would be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if previously interred human remains would be disturbed during excavation of the project site. Human remains could be encountered during excavation and grading activities associated with the proposed project. While no formal cemeteries, other places of human internment, or burial grounds or sites are known to occur within the project area, there is always a possibility that human remains can be encountered during construction. If human remains are found during excavation, the project will need to follow procedures as detailed in the California Health and Safety Code Section 7050.5. If human remains of Native American origin are discovered during project construction, compliance with state laws, which fall within the jurisdiction of the Native American Heritage Commission (NAHC) (Public Resource Code Section 5097), relating to the disposition of Native American burials will be adhered to. Therefore, the impact would be less than significant.	
VI. GEOLOGY AND SOILS			
a.	NO IMPACT	A significant impact would occur if the proposed project would cause personal injury or death or results in property damage as a result of a fault rupture occurring on the project site and if the project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. According to the California Department of Conservation Special Studies Zone Map, the project site is not located within an Alquist-Priolo Special Studies Zone or Fault Rupture Study Area. The proposed project would not expose people or structures to potential adverse effects resulting from the rupture of known earthquake faults. The Alquist-Priolo Earthquake Fault Zoning Act is intended to mitigate the hazard of surface fault rupture on structures for human occupancy. Therefore, no impacts would occur.	

	Impact?	Explanation	Mitigation Measures
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would cause personal injury or death or resulted in property damage as a result of seismic ground shaking. The entire Southern California region is susceptible to strong ground shaking from severe earthquakes. Seismic activities are associated with a number of nearby faults (e.g., Hollywood, Raymond, Verdugo, Newport-Inglewood, Santa Monica, Sierra Madre, and San Andreas Faults), as well as blind thrust faults (e.g., Elysian Park, Puente Hills, and Compton). Consequently, development of the proposed project could expose people and structures to strong seismic ground shaking. However, the proposed project would be designed and constructed in accordance with State and local building codes to reduce the potential for exposure of people or structures to seismic risks to the maximum extent possible. The proposed project would be required to comply with the California Department of Conservation, Division of Mines and Geology (CDMG) Special Publications 117, Guidelines for Evaluating and Mitigating Seismic Hazards in California (1997), which provides guidance for the evaluation and mitigation of earthquake-related hazards, and with the seismic safety requirements in the Uniform Building Code (UBC) and the LAMC. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to strong seismic ground shaking would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	Based upon the criteria established in the City of Los Angeles CEQA Thresholds Guide, a significant impact may occur if a proposed project site is located within a liquefaction zone. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during severe ground shaking. This site is not located within a liquefaction zone. As such, impacts will be less than significant.	

	Impact?	Explanation	Mitigation Measures
d.	NO IMPACT	A significant impact would occur if the proposed project would be implemented on a site that would be located in a hillside area with unstable geological conditions or soil types that would be susceptible to failure when saturated. The project site is not within a landslide hazard zone. The project site and surrounding area are relatively flat. Therefore, the proposed project would not expose people or structures to potential effects resulting from landslides, and no impacts would occur.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if construction activities or future uses would result in substantial soil erosion or loss of topsoil. The construction of the proposed project would result in ground surface disturbance during site clearance, excavation, and grading, which could create the potential for soil erosion to occur. The project would result in the removal of 51 on-site trees. Construction activities would be performed in accordance with the requirements of the Los Angeles Building Code and the Los Angeles Regional Water Quality Control Board (LARWQBC) through the City's Stormwater Management Division. In addition, the proposed project would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would require implementation of an erosion control plan to reduce the potential for wind or waterborne erosion during the construction process. All onsite grading and site preparation would comply with applicable provisions of Chapter IX, Division 70 of the LAMC. Therefore, project impacts to erosion or loss of topsoil would be less than significant.	
f.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if any unstable geological conditions would result in any type of geological failure, including lateral spreading, off-site landslides, liquefaction, or collapse. Development of the proposed project would not have the potential to expose people and structures to seismic-related ground failure, including liquefaction and landslide. Subsidence and ground collapse generally occur in areas with active groundwater withdrawal or petroleum production. The extraction of groundwater or petroleum from sedimentary source rocks can cause the	

	Impact?	Explanation	Mitigation Measures
		permanent collapse of the pore space previously occupied by the removed fluid. The project site is not identified as being located in an oil field or within an oil drilling area. The proposed project would be required to implement standard construction practices that would ensure that the integrity of the project site and the proposed structures is maintained. Construction will be required by the Department of Building and Safety to comply with the City of Los Angeles Uniform Building Code (UBC) which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. With the implementation of the Building Code requirements, the potential for landslide lateral spreading, subsidence, liquefaction or collapse would be less-than-significant.	
g.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would be built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. Expansive soils have relatively high clay mineral and expand with the addition of water and shrink when dried, which can cause damage to overlying structures. Soils on the project site may have the potential to shrink and swell resulting from changes in the moisture content. However, the proposed project would be required to comply with the requirements of the UBC, LAMC, and other applicable building codes. Compliance with such requirements would reduce impacts related to expansive soils, and impacts would be less than significant.	
h.	NO IMPACT	A project would cause a significant impact if adequate wastewater disposal is not available. The project site is located in an urbanized area, where wastewater infrastructure is currently in place. The proposed project would connect to existing sewer lines that serve the project site and would not use septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur.	
VII. GREEN HOUSE GAS EMISSIONS			

	Impact?	Explanation	Mitigation Measures
a.	LESS THAN SIGNIFICANT IMPACT	Greenhouse gases (GHG) are those gaseous constituents of the atmosphere, both natural and anthropogenic (human generated), that absorb and emit radiation at specific wavelengths within the spectrum of terrestrial radiation emitted by the earth's surface, the atmosphere itself, and by clouds. The greenhouse effect compares the Earth and the atmosphere surrounding it to a greenhouse with glass panes. The glass panes in a greenhouse let heat from sunlight in and reduce the amount of heat that escapes. GHGs, such as carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the greenhouse effect, the Earth would be a frozen globe with an average surface temperature of about 5°F. The City has adopted the LA Green Plan to provide a citywide plan for achieving the City's GHG emissions targets, for both existing and future generation of GHG emissions. In order to implement the goal of improving energy conservation and efficiency, the Los Angeles City Council has adopted multiple ordinances and updates to establish the current Los Angeles Green Building Code (LAGBC) (Ordinance No. 179,890). The LAGBC requires projects to achieve a 20 percent reduction in potable water use and wastewater generation. As the LAGBC includes applicable provisions of the State's CALGreen Code, a new development project that can demonstrate it complies with the LAGBC is considered consistent with statewide GHG reduction goals and policies including AB32 (California Global Warming Solutions Act of 2006). Through required implementation of the LAGBC, the proposed project would be consistent with local and statewide goals and polices aimed at reducing the generation of GHGs. Therefore, the proposed project's generation of GHG emissions would not make a cumulatively considerable contribution to emissions. The project is the development of 51 small lot homes on one of the few vacant parcels in an already built-out environment. As such, impacts will be less than significant.	

	Impact?	Explanation	Mitigation Measures
b.	LESS THAN SIGNIFICANT IMPACT	The California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the SCAG region, the SCS is contained in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2012-2035 RTP/SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas on existing main streets, in downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. In addition, SB 743, adopted September 27, 2013, encourages land use and transportation planning decisions and investments that reduce vehicle miles traveled that contribute to GHG emissions, as required by AB 32. The project is the infill development of 51 small lot units in an already built-out environment. It would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012-2035 RTP/SCS. Impacts will be less than significant.	
VIII. HAZARDS AND HAZARDOUS MATERIALS			
a.	NO IMPACT	A significant impact would occur if the proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the proposed project would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. Operation of the project would involve the limited use and storage of common hazardous substances typical of those used in residential developments, including lubricants, paints, solvents, custodial products (e.g., cleaning supplies), pesticides and other landscaping supplies, and vehicle fuels, oils, and transmission fluids. No industrial uses or activities are proposed that would result in the use or discharge of unregulated hazardous materials and/or substances,	

	Impact?	Explanation	Mitigation Measures
		or create a public hazard through transport, use, or disposal. As a residential development, the proposed project would not involve large quantities of hazardous materials that would require routine transport, use, or disposal. With compliance to applicable standards and regulations and adherence to manufacturer's instructions related to the transport, use, or disposal of hazardous materials, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and no impacts will occur.	
b.	NO IMPACT	A significant impact would occur if the proposed project created a significant hazard to the public or environment due to a reasonably foreseeable release of hazardous materials. The project site is vacant and does not contain any structures. As such, no impacts will occur.	
c.	LESS THAN SIGNIFICANT IMPACT	Construction activities could have the potential to result in the release, emission, handling, and disposal of hazardous materials within one-quarter mile of an existing school. The project site is located approximately 800 feet west of Enadia Way Elementary School. However, all hazardous materials within the project site would be acquired, handled, used, stored, transported, and disposed of in accordance with all applicable federal, State, and local requirements. Therefore, project impacts would be less than significant.	
d.	NO IMPACT	The project site is not included on a list of known hazardous materials sites. According to an EnviroStar search, the site is not known to contain hazardous materials. No impact will result.	
e.	NO IMPACT	The project site is not located within an airport land use plan or within two miles of any public airport. No impact will result.	
f.	NO IMPACT	The project site is not located within two miles of any private airstrip. No impact will result.	
g.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project impaired implementation of or physically interfered with an adopted emergency response plan or emergency evacuation plan. The subject property is located along Sherman Way which is a designated Disaster Route. Nevertheless,	

	Impact?	Explanation	Mitigation Measures
		the project would not require the closure of any public or private streets during construction or operation and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and project impacts would be less than significant.	
h.	NO IMPACT	A significant impact would occur if the proposed project exposed people and structures to high risk of wildfire. The area surrounding the project site is completely developed. Accordingly, the project site and the surrounding area are not subject to wildland fires. Therefore, the proposed project would not expose people or structures to a risk of loss, injury, or death involving wildland fires, and no impact would occur.	
IX. HYDROLOGY AND WATER QUALITY			
a.	NO IMPACT	The proposed project is not anticipated to violate any water quality or waste discharge requirements. The project does not involve a process that would result in a point source discharge to a receiving water body nor is the project anticipated to create conditions that may result in soil erosion, sediment runoff or nonpoint sources of contamination. No impact will occur.	
b.	LESS THAN SIGNIFICANT IMPACT	While the project is not anticipated to violate any water quality or waste discharge requirements, it may generate polluted runoff during its construction phase. Nevertheless, the project will be required to comply with L.A.M.C. Section 64.70 and project impacts would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	While the existing drainage pattern of the site may change, it will not cause substantial erosion or siltation on- or off-site. Nevertheless, the project will be required to comply with L.A.M.C. Section 64.70 and project impacts would be less than significant.	

	Impact?	Explanation	Mitigation Measures
d.	LESS THAN SIGNIFICANT IMPACT	While the project may alter existing drainage patterns on the site, it will not substantially increase the rate or amount of surface runoff in a manner that will result in flooding on- or off-site. Nevertheless, the project will be required to comply with L.A.M.C. Section 64.70 and project impacts would be less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT	The project may create increased and/or polluted runoff during its construction phase and as a result of the new buildings proposed on the site. Nevertheless, the project will be required to comply with L.A.M.C. Section 64.70 and project impacts would be less than significant.	
f.	LESS THAN SIGNIFICANT IMPACT	The project may temporarily create increased and/or polluted runoff during its construction phase and as a result of the new buildings proposed on the site. Nevertheless, the project will be required to comply with L.A.M.C. Section 64.70 and project impacts would be less than significant.	
g.	NO IMPACT	The proposed project will be located outside of a Flood Zone. Therefore, no impact will result.	
h.	NO IMPACT	The proposed project will be located outside of a Flood Zone. The potential to impede or redirect flood flows is not anticipated. No impact will result.	
i.	NO IMPACT	The project site is not located in a potential dam inundation zone. No impact will result.	
j.	NO IMPACT	The project site is not located in an inundation zone or area subject to seiches, tsunamis, or mudflow. No impact will result.	
X. LAND USE AND PLANNING			
a.	NO IMPACT	The project is an infill development in a location surrounded by similar uses. The development of the project will not divide an established community. A significant impact would occur if the proposed project would be sufficiently large or configured in such a way so as to create a physical barrier within an established community. A physical division of an established community is caused by an impediment to through travel or a physical barrier, such as a new freeway with limited access between neighborhoods on either side of the freeway, or major street closures. The proposed project	

	Impact?	Explanation	Mitigation Measures
		would not involve any street vacation or closure or result in development of new thoroughfares or highways. The proposed project, which would involve the construction of 51 new small lot homes, would not divide an established community. Therefore, no impact would occur.	
b.	NO IMPACT	A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the project site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. The site is located within the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan Area. The site is zoned A1-1, with a General Plan land use designation of Very Low Residential, Low Residential, and Low Medium Residential I. The proposed project would be comprised of 51 residential dwelling units. The project requires the approval of a General Plan Amendment and Zone change to permit the requested use. Therefore, if approved, the proposed project would conform to the allowable land uses pursuant to the Los Angeles Municipal Code and no impacts would occur.	
c.	NO IMPACT	A significant impact would occur if the proposed project were located within an area governed by a habitat conservation plan or natural community conservation plan. The project site is not subject to any habitat conservation plan or natural community conservation plan. Therefore, no impact would occur.	
XI. MINERAL RESOURCES			
a.	NO IMPACT	A significant impact would occur if the proposed project would result in the loss or availability of known mineral resources of regional value or locally-important mineral resource recovery site. The project site is not located within an Oil Drilling District. Therefore, the proposed project would not result in the loss or availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.	

	Impact?	Explanation	Mitigation Measures
b.	NO IMPACT	A significant impact would occur if the proposed project would result in the loss of availability of known mineral resources of regional value or a locally-important mineral resource recovery site. The project site is not classified by the City as containing significant mineral deposits. The project site is currently designated for Very Low Residential, Low Residential, and Low Medium Residential I land use and not as a mineral extraction land use. In addition, the project site is not identified by the City as being located in an oil field or within an oil drilling area. Therefore, the proposed project would not result in the loss of availability of any known, regionally- or locally-valuable mineral resource, and no impact would occur.	
XII. NOISE			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project resulted in construction activities lasting more than one day that exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use; construction activities lasting more than 10 days in a three month period that exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use; or construction activities would exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at anytime on Sunday. Construction activity would result in temporary increases in ambient noise levels in the project area on an intermittent basis. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction noise for the project will cause a temporary increase in the ambient noise levels, but will be subject to the LAMC Sections 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) and 41.40 (Noise Due to Construction, Excavation Work – When Prohibited) regarding construction hours and construction equipment noise thresholds. The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, which prohibit	

	Impact?	Explanation	Mitigation Measures
		the emission of creation of noise beyond certain levels at adjacent uses unless technically infeasible. Project impacts would be less than significant.	
b.	LESS THAN SIGNIFICANT IMPACT	The City of Los Angeles does not address vibration in the LAMC or in the Noise Element of the General Plan. According to the Federal Transit Administration (FTA), ground vibrations from construction activities very rarely reach the level capable of damaging structures. The construction activities that typically generate the most severe vibrations are blasting and impact pile driving. These types of activities are not proposed by the project. The FTA has published standard vibration velocities for various construction equipment operations. The estimated vibration velocity levels from most construction equipment would be well below the significance thresholds. Project impacts would be less than significant.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project caused a substantial permanent increase in noise levels above existing ambient levels. New stationary sources of noise, such as rooftop mechanical HVAC equipment, would be installed on the proposed development. The design of the equipment will be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of any other occupied properties by more than 5 dBA. Therefore, project impacts would be less than significant.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project resulted in substantial temporary or periodic increase in ambient noise levels. As discussed above, the project may result in significant temporary or periodic increases in noise levels during construction; however such increases would be considered less than significant.	
e.	NO IMPACT	A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a public airport or public use airport. The proposed project is not located within two miles of a public airport or public use airport. Accordingly, the proposed project would not expose people working or residing in	

	Impact?	Explanation	Mitigation Measures
		the project area to excessive noise levels from a public airport or public use airport. Therefore, no impact would occur.	
f.	NO IMPACT	A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels from a private airstrip. The proposed project is not within the vicinity of a private airstrip. Accordingly, the proposed project would not expose people working or residing in the project area to excessive noise levels from a private airstrip. Therefore, no impact would occur.	
XIII. POPULATION AND HOUSING			
a.	LESS THAN SIGNIFICANT IMPACT	The net increase in residential population resulting from the proposed project would be 51 dwelling units. With the approval of the General Plan Amendment and Zone Change, the project site could accommodate 52 dwelling units. Therefore, the proposed project would be consistent with the residential population growth in keeping with the Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan land use and density designations, and would not substantially induce population growth in the project area, either directly or indirectly. The physical secondary or indirect impacts of population growth such as increased traffic or noise have been adequately mitigated in other portions of this document. Therefore, the impact would be less than significant.	
b.	NO IMPACT	A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project would not result in the removal of any housing stock. As such, no impact will occur.	
c.	NO IMPACT	A potentially significant impact would occur if the proposed project would displace a substantial quantity of existing residences or a substantial number of people. The proposed project would not result in the removal of any housing stock. As such, no impact will occur.	
XIV. PUBLIC SERVICES			

	Impact?	Explanation	Mitigation Measures
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact would occur if the Los Angeles Fire Department (LAFD) could not adequately serve the proposed project, necessitating a new or physically altered station. The project site and the surrounding area are currently served by LAFD Fire Station 105, located at 6345 Fallbrook Avenue, approximately 1.3 miles from the project site. The proposed project would result in a net increase of 51 units, which may increase the number of emergency calls and demand for LAFD fire and emergency services. To maintain the level of fire protection and emergency services, the LAFD may require additional fire personnel and equipment. However, given that there is a fire station in close proximity to the project site, it is not anticipated that there would be a need to build a new or expand an existing fire station to serve the proposed project and maintain acceptable service ratios, response times, or other performance objectives for fire protection. Nevertheless, incorporation of the mitigation measures would further reduce project impacts to less than significant levels.**	**XIV-10**
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact would occur if the Los Angeles Police Department (LAPD) could not adequately serve the proposed project, necessitating a new or physically altered station. The proposed project would result in a net increase of 51 units and could increase demand for police service. The project site and the surrounding area are currently served by LAPD's Topanga Community Police Station, located at 21501 Schoenborn Street, approximately 4.0 miles from the project site. Prior to the issuance of a building permit, the LAPD would review the project plans to ensure that the design of the project follows the LAPD's Design Out Crime Program, an initiative that introduces the techniques of Crime Prevention Through Environmental Design (CPTED) to all City departments beyond the LAPD. Through the incorporation of these techniques into the project design, in combination with the safety features already incorporated into the proposed**	**XIV-20**

	Impact?	Explanation	Mitigation Measures
		project, the proposed project would neither create capacity/service level problems nor result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Nevertheless, incorporation of the mitigation measures would further reduce project impacts to less than significant levels.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would include substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the school district. The proposed project would add 51 residential units, which could increase enrollment at schools that service the area. However, development of the proposed project would be subject to California Government Code Section 65995, which would allow LAUSD to collect impact fees from developers of new residential and commercial space. Conformance to California Government Code Section 65995 is deemed to provide full and complete mitigation of impacts to school facilities. Therefore, the proposed project would result in a less-than-significant impact to public schools.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The City of Los Angeles Department of Recreation and Parks (RAP) is responsible for the provision, maintenance, and operation of public recreational and park facilities and services in the City. The proposed project would result in a net increase of 51 units, which could result in increased demand for parks and recreation facilities. The applicant would be required to pay the required impact fees per LAMC Sections 12.33 and 17.12 and the City's Dwelling Unit Construction Tax could offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. Therefore, the proposed project would not create capacity or service level problems, or result in	

	Impact?	Explanation	Mitigation Measures
		substantial physical impacts associated with the provision or new or altered parks facilities. Accordingly, the proposed project would result in a less-than-significant impact on park facilities.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would result in substantial employment or population growth that could generate a demand for other public facilities, including libraries, which exceed the capacity available to serve the project site, necessitating new or physically altered public facilities, the construction of which would cause significant environmental impacts. The proposed project would result in a net increase of 51 units, which could result in increased demand for library services and resources of the Los Angeles Public Library System. While the increase in population as a result of the proposed project may create a demand for library services, the proposed project would not create substantial capacity or service level problems that would require the provision of new or physically altered library facilities in order to maintain an acceptable level of service for libraries. Therefore, the proposed project would result in a less-than-significant impact on library services.	
XV. RECREATION			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed the capacity or capability of the local park system to serve the proposed project. The proposed project would result in a net increase of 51 units, which could result in increased demand for parks and recreation facilities. The project does create a net increase of more than 50 residential units, however, the applicant would be required to pay the required impact fees per LAMC Sections 12.33 and 17.12 and the City's Dwelling Unit Construction Tax could offset some of the increased demand by helping fund new facilities, as well as the expansion of existing facilities. With compliance, impacts would be less than significant.	

	Impact?	Explanation	Mitigation Measures
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would necessitate construction of new recreational facilities, which would adversely impact the environment, or require the expansion or development of parks or other recreational facilities in order to maintain acceptable service ratios, or other performance objectives for parks. The proposed project would not require the construction or expansion of recreational facilities beyond the limits of the project site. Although the proposed project would place some additional demands on park facilities, the increase in demand would be met through a combination of on-site amenities and existing parks in the project area. The proposed project's increased demands upon recreational facilities would not in and of itself result in the need to construct a new park, which might have an adverse physical effect on the environment. Thus, impacts to park and recreational facilities would be less than significant.	
XVI. TRANSPORTATION/TRAFFIC			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the project generates and/or causes a diversion or shift of 500 or more daily trips or 43 or more p.m. peak hour vehicle trips on the street system. The project would result in a total of 486 daily trips with 38 a.m. peak hour trips and 51 p.m. peak hour trips. On April 7, 2016, LADOT submitted a letter stating that none of the intersections studied would be significantly impacted as a result of the project. Therefore, project impacts would be less than significant.The applicant submitted a traffic study that was approved by LADOT on April 7, 2016. The project would result in a total of 486 daily trips with 38 a.m. peak hour trips and 51 p.m. peak hour trips. As such, the LADOT is requiring improvements that will reduce impacts to less than significant levels. With the implementation of the mitigation measures, impacts will be reduced to a less than significant level.	
b.	LESS THAN SIGNIFICANT IMPACT	A significant impact may occur if the proposed project added 150 or more one-way vehicle trips to a Congestion Management Program (CMP) mainline freeway monitoring segment during either the a.m. or p.m. peak hours or added 50 or more a.m. or p.m. peak hour trips to a	

	Impact?	Explanation	Mitigation Measures
		freeway on- or off-ramp. In accordance with the CMP administered by the Los Angeles County Metropolitan Transportation Authority, the project was not required to include any freeway impact analysis. Project impacts would be less than significant.	
c.	NO IMPACT	The project will not in any way affect air traffic patterns in the area. No impact will occur.	
d.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project design features/physical configurations affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists or the physical conditions of the site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, which could cause vehicle/pedestrian, vehicle/bicycle or vehicle/vehicle conflicts. The project includes the extension of Woodlake Avenue south of Sherman Way. As part of implementation of the project, the applicant will upgrade the traffic light at the intersection of Woodlake Avenue and Sherman Way, along with other roadway dedications and improvements. Therefore, project impacts would be less than significant.	
e.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the project impaired implementation of or physically interfered with an adopted emergency response plan or emergency evacuation plan. The subject property is located along Sherman Way which is a designated Disaster Route. Nevertheless, the project would not require the closure of any public or private streets during construction or operation and would not impede emergency vehicle access to the project site or surrounding area. Additionally, emergency access to and from the project site would be provided in accordance with requirements of the Los Angeles Fire Department (LAFD). Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and project impacts would be less than significant.	

	Impact?	Explanation	Mitigation Measures
f.	NO IMPACT	A significant impact would occur if the project would conflict with adopted policies, plans or programs (such as the Walkability Checklist or Mobility Plan 2035) regarding public transit, bicycle or pedestrian facilities or otherwise decrease the performance or safety of facilities supporting alternative transportation. The project, as proposed, would not conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities or otherwise decrease the performance or safety of facilities supporting alternative transportation. Therefore, no impact would occur.	
XVII. UTILITIES AND SERVICE SYSTEMS			
a.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB). A significant impact would also occur if the proposed project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. It is important to consider the existing and anticipated wastewater generation of the project in relation to current average daily flows experienced at Hyperion Treatment Plant (HTP), as well as in proportion to remaining capacity of the system. The HTP experiences an average daily flow of 362 million gallons per day (mgd), below a capacity of 450 mgd. As a proportion of total average daily flow experienced by the HTP, the wastewater generation of the proposed project would account for a small percentage of average daily wastewater flow. This increase in wastewater flow would not jeopardize the HTP to operate within its established wastewater treatment requirements. Furthermore, all wastewater from the project would be treated according to requirements of the NPDES permit authorized by the LARWQCB. Therefore, the proposed project would result in a less-than-significant impact related to wastewater treatment requirements.	

	Impact?	Explanation	Mitigation Measures
b.	LESS THAN SIGNIFICANT IMPACT	LADWP conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The addition of persons as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.	
c.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project would increase surface water runoff, resulting in the need for expanded off-site storm water drainage facilities. Development of the proposed project would maintain existing drainage patterns; site-generated surface water runoff would continue to flow to the City's storm drain system. Since the project site is almost entirely impervious, impermeable surfaces resulting from the development of the project would not significantly change the volume of storm water runoff. Accordingly, since the volume of runoff from the site would not measurably increase over existing conditions, the proposed project would not create or contribute runoff water that would exacerbate any existing deficiencies in the storm drain system or provide substantial additional sources of polluted runoff. Therefore, the proposed	

	Impact?	Explanation	Mitigation Measures
		project would result in a less-than-significant impact related to existing storm drain capacities.	
d.	LESS THAN SIGNIFICANT IMPACT	LADWP conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The addition of persons as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.	
e.	LESS THAN SIGNIFICANT IMPACT	LADWP conducts water planning based on forecast population growth. Accordingly, the increase in residential population resulting from the proposed project would not be considered substantial in consideration of anticipated growth. The addition of persons as a result of the proposed project would be consistent with Citywide growth, and, therefore, the project demand for water is not anticipated to require new water supply entitlements and/or require the expansion of existing or construction of new water treatment facilities beyond those already considered in the LADWP 2010 Urban Water Management Plan. Thus, it is anticipated that the proposed project would not create any water	

	Impact?	Explanation	Mitigation Measures
		system capacity issues, and there would be sufficient reliable water supplies available to meet project demands. Prior to any construction activities, the project applicant would be required to coordinate with the City of Los Angeles Bureau of Sanitation (BOS) to determine the exact wastewater conveyance requirements of the proposed project, and any upgrades to the wastewater lines in the vicinity of the project site that are needed to adequately serve the proposed project would be undertaken as part of the project. Therefore, the proposed project would have a less-than-significant impact related to water or wastewater infrastructure.	
f.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste generated during the operation of the proposed project is anticipated to be collected by the BOS. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project from entering a landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to solid waste.	
g.	LESS THAN SIGNIFICANT IMPACT	A significant impact would occur if the proposed project's solid waste generation exceeded the capacity of permitted landfills. The Los Angeles Bureau of Sanitation (BOS) and private waste management companies are responsible for the collection, disposal, and recycling of solid waste within the City, including the project site. Solid waste during the operation of the proposed project is anticipated to be collected by the BOS. In compliance with Assembly Bill (AB) 939, the project applicant would be required to implement a Solid Waste Diversion Program and divert at least 50 percent of the solid waste generated by the project	

	Impact?	Explanation	Mitigation Measures
		from reaching a landfill. The proposed project would also comply with all federal, State, and local regulations related to solid waste. Therefore, the proposed project would have a less-than-significant impact related to solid waste.	
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE			
a.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**Based on the analysis in this Initial Study, the proposed project would have the potential to degrade the quality of the environment, including reduce the habitat of wildlife species, cause a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or animal community. Additionally, during project construction, the proposed project may impact known cultural resources. Nevertheless, implementation of the mitigation measures identified will reduce project impacts to the environment to less than significant.**	**Incorporation of mitigation measures IV-10, IV-60, IV-70, IV-90 and V-50 would reduce project impacts to less than significant levels.**
b.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact may occur if the proposed project, in conjunction with the related projects, would result in impacts that are less than significant when viewed separately but significant when viewed together. Although projects may be constructed in the project vicinity, the cumulative impacts to which the proposed project would contribute would be less than significant. In addition, all potential impacts of the proposed project would be reduced to less-than-significant levels with implementation of the mitigation measures provided in the previous sections. None of these potential impacts are considered cumulatively considerable, and implementation of the mitigation measures identified will ensure that no cumulative impacts will occur as a result of the proposed project. With the implementation of the mitigation measures, impacts will be reduced to a less than significant level.**	**Incorporation of mitigation measures IV-10, IV-60, IV-70 and IV-90 would reduce project impacts to less than significant levels.**
c.	LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED	**A significant impact may occur if the proposed project has the potential to result in significant impacts, as discussed in the preceding sections. All potential impacts of the proposed project have been identified, and mitigation measures have been prescribed, where applicable, to**	**Incorporation of mitigation measures XIV-10 and XIV-20 would reduce project impacts to less than significant levels.**

	Impact?	Explanation	Mitigation Measures
		reduce all potential impacts to less than significant levels. Upon implementation of mitigation measures identified, the proposed project would not have the potential to result in substantial adverse impacts on human beings either directly or indirectly.	

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April 28, 2016
Project No. 16-02747

Michael Harris
Sherman Way-West Hills Partners, LLC
22801 Ventura Boulevard, Suite 111
Woodland Hills, CA 91364

RE: CalEEMod Results for the West Hills Residential Project, Los Angeles, California

Dear Mr. Harris:

Rincon Consultants, Inc. is pleased to submit the attached California Air Emissions Estimator Model (CalEEMod) version 2013.2.2 results and summary tables for the proposed West Hills Residential project in Los Angeles, California. The project would construct the fourth leg of the Woodlake Avenue and Sherman Way intersection and 51 single family homes on a vacant site, totaling approximately 5.7 acres (approximately 2.3 acres in Vesting Tentative Map Tract 73814 and 3.4 acres in Tract 73714).

Model inputs were based on project grading plans, site plans, and traffic assessment. The model also included the assumption that the project would be required to comply with South Coast Air Quality Management District (SCAQMD) Rule 403, Fugitive Dust, Rule 1113, Architectural Coatings, and Rule 445, Wood Burning Devices. SCAQMD Rule 403 identifies measures to reduce fugitive dust, such as watering exposed soil areas, and is required to be implemented at all construction sites located within the South Coast Air Basin. SCAQMD Rule 1113 requires the use of low-VOC paint (150 g/L for nonflat coatings) within the Basin. Lastly, SCAQMD Rule 445 prohibits permanent installation of indoor or outdoor wood burning devices in new developments within the Basin.

If you have any questions regarding the results or if we can provide you with other environmental consulting services, please feel free to contact us.

Sincerely,
RINCON CONSULTANTS, INC.

Joe Power, AICP CEP
Principal

Lindsey Sarquilla
Senior Environmental Planner

West Hills Residential Project
CalEEMod Results Summary Tables
City of Los Angeles

Estimated Construction Maximum Daily Air Pollutant Emissions

Demolition Phase	Maximum Daily Emissions (lbs/day)				
	ROG	NO_x	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions[a]	15.8	51.9	40.5	8.7	5.8
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**
Maximum On-Site Emissions[b]	12.4	51.8	39.4	8.5	5.7
SCAQMD Local Significance Thresholds (LSTs)[c]	*N/A*	*221*	*1,531*	*13*	*6*
Threshold Exceeded?	**N/A**	**No**	**No**	**No**	**No**

Source: See CalEEMod winter results for full model output and assumptions.
[a] Mitigated maximum daily construction emissions used to reflect compliance with SCAQMD Rule 403, 445, and 1113.
[b] Mitigated maximum on-site daily construction emissions by phase used for LST analysis.
[c] LSTs for SRA2 for a 5-acre site at 25 meters from receptor.

Estimated Project Operational Emissions

Sources	Estimated Emissions (lbs/day)					
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_X
Area	4.8	<0.1	4.2	<0.1	<0.1	<0.1
Energy	<0.1	0.4	0.2	<0.1	<0.1	<0.1
Mobile	1.8	5.4	20.6	3.8	1.1	0.1
Total Emissions (lbs/day)	**6.7**	**5.8**	**25.0**	**3.9**	**1.1**	**0.1**
SCAQMD Thresholds	*55*	*55*	*550*	*150*	*55*	*150*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: See CalEEMod winter results for full model output and assumptions.

Estimated Construction Emissions of Greenhouse Gases

	Annual Emissions (Carbon Dioxide Equivalent [CO_2e])
Total	443.8 metric tons
Amortized over 30 years[a]	**14.8 metric tons per year**

Source: See CalEEMod annual results for full model output and assumptions
[a] SCAQMD recommends amortizing construction-related emissions over a 30-year period in conjunction with the operational emissions.

Combined Annual Emissions of Greenhouse Gases

Emission Source	**Annual Emissions (CO_2e)**
Project Construction[a]	14.8 metric tons
Project Operational	
Area	0.9 metric tons
Energy	183.0 metric tons
Solid Waste	27.2 metric tons
Water	23.2 metric tons
Project Mobile	
CO_2 and CH_4	711.0 metric tons
N_2O	36.2 metric tons
Project Total	**996.3 metric tons**
SCAQMD Threshold[b]	3,000 metric tons
Threshold Exceeded?	**No**

Source: See CalEEMod annual results for full model output and assumptions
[a] SCAQMD recommends amortizing construction-related emissions over a 30-year period in conjunction with the operational emissions.
[b] SCAQMD's recommended Tier 3 GHG threshold from GHG CEQA Significance Threshold Working Group, September 2010.

West Hills Residential Project

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	30.00	1000sqft	0.69	30,000.00	0
Single Family Housing	36.00	Dwelling Unit	3.05	102,297.00	103
Single Family Housing	15.00	Dwelling Unit	1.93	76,580.00	43

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Roadway extension for Woodlake Ave classified under "Other Asphalt Surfaces"

Construction Phase - No demolition (vacant site); begin architectural coating halfway during construction

Grading - Grading plan

Architectural Coating - Assumed compliance with SCAQMD Rule 1113

Vehicle Trips - Traffic study

Woodstoves - Assumed compliance with SCAQMD Rule 445

Area Coating - Assumed compliance with SCAQMD Rule 1113

Construction Off-road Equipment Mitigation - Compliance with SCAQMD Rule 403. Reductions from SCAQMD, Fugitive Dust Mitigation Measures.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	250
tblConstDustMitigation	WaterExposedAreaPM10PercentReduction	61	68
tblConstDustMitigation	WaterExposedAreaPM25PercentReduction	61	68
tblConstructionPhase	NumDays	20.00	150.00
tblConstructionPhase	PhaseEndDate	8/24/2018	3/23/2018
tblConstructionPhase	PhaseEndDate	4/20/2018	2/23/2018
tblConstructionPhase	PhaseStartDate	1/27/2018	8/28/2017
tblConstructionPhase	PhaseStartDate	3/11/2017	3/13/2017
tblConstructionPhase	PhaseStartDate	2/11/2017	2/13/2017
tblConstructionPhase	PhaseStartDate	3/24/2018	1/29/2018
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	43.35	0.00

tblFireplaces	NumberNoFireplace	5.10	0.00
tblFireplaces	NumberWood	2.55	0.00
tblGrading	AcresOfGrading	10.00	5.70
tblGrading	AcresOfGrading	0.00	0.30
tblGrading	MaterialImported	0.00	3,295.00
tblLandUse	LandUseSquareFeet	27,000.00	76,580.00
tblLandUse	LandUseSquareFeet	64,800.00	102,297.00
tblLandUse	LotAcreage	4.87	1.93
tblLandUse	LotAcreage	11.69	3.05
tblProjectCharacteristics	OperationalYear	2014	2018
tblVehicleTrips	WD_TR	9.57	9.53
tblWoodstoves	NumberCatalytic	2.55	0.00
tblWoodstoves	NumberNoncatalytic	2.55	0.00
tblWoodstoves	WoodstoveDayYear	25.00	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					
2017	0.9712	3.6546	2.8271	4.3500e-003	0.2052	0.2314	0.4366	0.0969	0.2171	0.3140	0.0000	381.8557	381.8557	0.0795	0.0000	383.5250
2018	0.4189	0.4754	0.4215	6.9000e-004	7.6300e-003	0.0290	0.0367	2.0400e-003	0.0274	0.0294	0.0000	59.9777	59.9777	0.0132	0.0000	60.2551
Total	**1.3901**	**4.1301**	**3.2486**	**5.0400e-003**	**0.2128**	**0.2605**	**0.4732**	**0.0989**	**0.2445**	**0.3434**	**0.0000**	**441.8334**	**441.8334**	**0.0927**	**0.0000**	**443.7801**

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					
2017	0.9712	3.6546	2.8271	4.3500e-003	0.1005	0.2314	0.3319	0.0404	0.2171	0.2575	0.0000	381.8554	381.8554	0.0795	0.0000	383.5246
2018	0.4189	0.4754	0.4215	6.9000e-004	7.6300e-003	0.0290	0.0367	2.0400e-003	0.0274	0.0294	0.0000	59.9776	59.9776	0.0132	0.0000	60.2550
Total	**1.3901**	**4.1301**	**3.2486**	**5.0400e-003**	**0.1081**	**0.2605**	**0.3686**	**0.0424**	**0.2445**	**0.2869**	**0.0000**	**441.8330**	**441.8330**	**0.0927**	**0.0000**	**443.7797**

	ROG	NOx	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	49.19	0.00	22.12	57.14	0.00	16.46	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	tons/yr										MT/yr					
Area	0.8724	6.1500e-003	0.5301	3.0000e-005		2.8900e-003	2.8900e-003		2.8900e-003	2.8900e-003	0.0000	0.8599	0.8599	8.5000e-004	0.0000	0.8778
Energy	7.9400e-003	0.0679	0.0289	4.3000e-004		5.4900e-003	5.4900e-003		5.4900e-003	5.4900e-003	0.0000	182.0783	182.0783	6.2600e-003	2.4300e-003	182.9616
Mobile	0.2944	0.9437	3.5339	9.4400e-003	0.6276	0.0137	0.6413	0.1681	0.0126	0.1807	0.0000	710.4597	710.4597	0.0278	0.0000	711.0443
Waste						0.0000	0.0000		0.0000	0.0000	12.1510	0.0000	12.1510	0.7181	0.0000	27.2313
Water						0.0000	0.0000		0.0000	0.0000	1.0542	19.0417	20.0959	0.1092	2.7400e-003	23.2368
Total	**1.1747**	**1.0177**	**4.0929**	**9.9000e-003**	**0.6276**	**0.0220**	**0.6496**	**0.1681**	**0.0210**	**0.1891**	**13.2052**	**912.4396**	**925.6448**	**0.8622**	**5.1700e-003**	**945.3517**

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	0.8724	6.1500e-003	0.5301	3.0000e-005		2.8900e-003	2.8900e-003		2.8900e-003	2.8900e-003	0.0000	0.8599	0.8599	8.5000e-004	0.0000	0.8778
Energy	7.9400e-003	0.0679	0.0289	4.3000e-004		5.4900e-003	5.4900e-003		5.4900e-003	5.4900e-003	0.0000	182.0783	182.0783	6.2600e-003	2.4300e-003	182.9616
Mobile	0.2944	0.9437	3.5339	9.4400e-003	0.6276	0.0137	0.6413	0.1681	0.0126	0.1807	0.0000	710.4597	710.4597	0.0278	0.0000	711.0443
Waste						0.0000	0.0000		0.0000	0.0000	12.1510	0.0000	12.1510	0.7181	0.0000	27.2313
Water						0.0000	0.0000		0.0000	0.0000	1.0542	19.0417	20.0959	0.1091	2.7300e-003	23.2351
Total	**1.1747**	**1.0177**	**4.0929**	**9.9000e-003**	**0.6276**	**0.0220**	**0.6496**	**0.1681**	**0.0210**	**0.1891**	**13.2052**	**912.4396**	**925.6448**	**0.8622**	**5.1600e-003**	**945.3501**

	ROG	NOx	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**	**0.19**	**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	Site Preparation	Site Preparation	1/30/2017	2/10/2017	5	10	
2	Grading	Grading	2/13/2017	3/10/2017	5	20	
3	Building Construction	Building Construction	3/13/2017	1/26/2018	5	230	
4	Architectural Coating	Architectural Coating	8/28/2017	3/23/2018	5	150	
5	Paving	Paving	1/29/2018	2/23/2018	5	20	

Acres of Grading (Site Preparation Phase): 0.3

Acres of Grading (Grading Phase): 5.7

Acres of Paving: 0

Residential Indoor: 362,226; Residential Outdoor: 120,742; Non-Residential Indoor: 45,000; Non-Residential Outdoor: 15,000 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	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
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	412.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	31.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	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

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Site Preparation - 2017

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					0.0905	0.0000	0.0905	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0242	0.2588	0.1970	2.0000e-004		0.0138	0.0138		0.0127	0.0127	0.0000	18.1577	18.1577	5.5600e-003	0.0000	18.2745
Total	**0.0242**	**0.2588**	**0.1970**	**2.0000e-004**	**0.0905**	**0.0138**	**0.1043**	**0.0497**	**0.0127**	**0.0623**	**0.0000**	**18.1577**	**18.1577**	**5.5600e-003**	**0.0000**	**18.2745**

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	3.5000e-004	5.2000e-004	5.4100e-003	1.0000e-005	9.9000e-004	1.0000e-005	1.0000e-003	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.9263	0.9263	5.0000e-005	0.0000	0.9274
Total	**3.5000e-004**	**5.2000e-004**	**5.4100e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**1.0000e-003**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.9263**	**0.9263**	**5.0000e-005**	**0.0000**	**0.9274**

3.2 Site Preparation - 2017

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					0.0290	0.0000	0.0290	0.0159	0.0000	0.0159	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0242	0.2588	0.1970	2.0000e-004		0.0138	0.0138		0.0127	0.0127	0.0000	18.1577	18.1577	5.5600e-003	0.0000	18.2745
Total	**0.0242**	**0.2588**	**0.1970**	**2.0000e-004**	**0.0290**	**0.0138**	**0.0427**	**0.0159**	**0.0127**	**0.0286**	**0.0000**	**18.1577**	**18.1577**	**5.5600e-003**	**0.0000**	**18.2745**

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	3.5000e-004	5.2000e-004	5.4100e-003	1.0000e-005	9.9000e-004	1.0000e-005	1.0000e-003	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.9263	0.9263	5.0000e-005	0.0000	0.9274
Total	**3.5000e-004**	**5.2000e-004**	**5.4100e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**1.0000e-003**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.9263**	**0.9263**	**5.0000e-005**	**0.0000**	**0.9274**

3.3 Grading - 2017

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					0.0634	0.0000	0.0634	0.0335	0.0000	0.0335	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0346	0.3598	0.2538	3.0000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	27.6117	27.6117	8.4600e-003	0.0000	27.7893
Total	**0.0346**	**0.3598**	**0.2538**	**3.0000e-004**	**0.0634**	**0.0204**	**0.0838**	**0.0335**	**0.0188**	**0.0522**	**0.0000**	**27.6117**	**27.6117**	**8.4600e-003**	**0.0000**	**27.7893**

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	3.5600e-003	0.0559	0.0444	1.5000e-004	3.5300e-003	7.8000e-004	4.3100e-003	9.7000e-004	7.2000e-004	1.6900e-003	0.0000	13.8241	13.8241	1.0000e-004	0.0000	13.8263
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	8.7000e-004	9.0100e-003	2.0000e-005	1.6400e-003	2.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.5438	1.5438	8.0000e-005	0.0000	1.5456
Total	**4.1500e-003**	**0.0568**	**0.0534**	**1.7000e-004**	**5.1700e-003**	**8.0000e-004**	**5.9700e-003**	**1.4100e-003**	**7.3000e-004**	**2.1400e-003**	**0.0000**	**15.3679**	**15.3679**	**1.8000e-004**	**0.0000**	**15.3719**

3.3 Grading - 2017

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					0.0203	0.0000	0.0203	0.0107	0.0000	0.0107	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0346	0.3598	0.2538	3.0000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	27.6117	27.6117	8.4600e-003	0.0000	27.7893
Total	**0.0346**	**0.3598**	**0.2538**	**3.0000e-004**	**0.0203**	**0.0204**	**0.0407**	**0.0107**	**0.0188**	**0.0295**	**0.0000**	**27.6117**	**27.6117**	**8.4600e-003**	**0.0000**	**27.7893**

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	3.5600e-003	0.0559	0.0444	1.5000e-004	3.5300e-003	7.8000e-004	4.3100e-003	9.7000e-004	7.2000e-004	1.6900e-003	0.0000	13.8241	13.8241	1.0000e-004	0.0000	13.8263
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	8.7000e-004	9.0100e-003	2.0000e-005	1.6400e-003	2.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.5438	1.5438	8.0000e-005	0.0000	1.5456
Total	**4.1500e-003**	**0.0568**	**0.0534**	**1.7000e-004**	**5.1700e-003**	**8.0000e-004**	**5.9700e-003**	**1.4100e-003**	**7.3000e-004**	**2.1400e-003**	**0.0000**	**15.3679**	**15.3679**	**1.8000e-004**	**0.0000**	**15.3719**

3.4 Building Construction - 2017

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	0.3258	2.7726	1.9036	2.8100e-003		0.1870	0.1870		0.1757	0.1757	0.0000	251.4531	251.4531	0.0619	0.0000	252.7527
Total	**0.3258**	**2.7726**	**1.9036**	**2.8100e-003**		**0.1870**	**0.1870**		**0.1757**	**0.1757**	**0.0000**	**251.4531**	**251.4531**	**0.0619**	**0.0000**	**252.7527**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.6100e-003	0.0875	0.1181	2.3000e-004	6.4400e-003	1.2900e-003	7.7300e-003	1.8400e-003	1.1800e-003	3.0200e-003	0.0000	20.5699	20.5699	1.5000e-004	0.0000	20.5730
Worker	0.0127	0.0188	0.1956	4.5000e-004	0.0357	3.3000e-004	0.0360	9.4700e-003	3.0000e-004	9.7800e-003	0.0000	33.5007	33.5007	1.8300e-003	0.0000	33.5391
Total	**0.0213**	**0.1063**	**0.3136**	**6.8000e-004**	**0.0421**	**1.6200e-003**	**0.0437**	**0.0113**	**1.4800e-003**	**0.0128**	**0.0000**	**54.0706**	**54.0706**	**1.9800e-003**	**0.0000**	**54.1121**

3.4 Building Construction - 2017

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	0.3258	2.7726	1.9036	2.8100e-003		0.1870	0.1870		0.1757	0.1757	0.0000	251.4528	251.4528	0.0619	0.0000	252.7524
Total	**0.3258**	**2.7726**	**1.9036**	**2.8100e-003**		**0.1870**	**0.1870**		**0.1757**	**0.1757**	**0.0000**	**251.4528**	**251.4528**	**0.0619**	**0.0000**	**252.7524**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.6100e-003	0.0875	0.1181	2.3000e-004	6.4400e-003	1.2900e-003	7.7300e-003	1.8400e-003	1.1800e-003	3.0200e-003	0.0000	20.5699	20.5699	1.5000e-004	0.0000	20.5730
Worker	0.0127	0.0188	0.1956	4.5000e-004	0.0357	3.3000e-004	0.0360	9.4700e-003	3.0000e-004	9.7800e-003	0.0000	33.5007	33.5007	1.8300e-003	0.0000	33.5391
Total	**0.0213**	**0.1063**	**0.3136**	**6.8000e-004**	**0.0421**	**1.6200e-003**	**0.0437**	**0.0113**	**1.4800e-003**	**0.0128**	**0.0000**	**54.0706**	**54.0706**	**1.9800e-003**	**0.0000**	**54.1121**

3.4 Building Construction - 2018

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	0.0267	0.2326	0.1753	2.7000e-004		0.0149	0.0149		0.0141	0.0141	0.0000	23.6770	23.6770	5.7900e-003	0.0000	23.7987
Total	**0.0267**	**0.2326**	**0.1753**	**2.7000e-004**		**0.0149**	**0.0149**		**0.0141**	**0.0141**	**0.0000**	**23.6770**	**23.6770**	**5.7900e-003**	**0.0000**	**23.7987**

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	7.7000e-004	7.6600e-003	0.0108	2.0000e-005	6.1000e-004	1.2000e-004	7.3000e-004	1.8000e-004	1.1000e-004	2.8000e-004	0.0000	1.9267	1.9267	1.0000e-005	0.0000	1.9270
Worker	1.0900e-003	1.6200e-003	0.0169	4.0000e-005	3.4000e-003	3.0000e-005	3.4300e-003	9.0000e-004	3.0000e-005	9.3000e-004	0.0000	3.0736	3.0736	1.6000e-004	0.0000	3.0770
Total	**1.8600e-003**	**9.2800e-003**	**0.0277**	**6.0000e-005**	**4.0100e-003**	**1.5000e-004**	**4.1600e-003**	**1.0800e-003**	**1.4000e-004**	**1.2100e-003**	**0.0000**	**5.0003**	**5.0003**	**1.7000e-004**	**0.0000**	**5.0040**

3.4 Building Construction - 2018

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	0.0267	0.2326	0.1753	2.7000e-004		0.0149	0.0149		0.0141	0.0141	0.0000	23.6769	23.6769	5.7900e-003	0.0000	23.7986
Total	**0.0267**	**0.2326**	**0.1753**	**2.7000e-004**		**0.0149**	**0.0149**		**0.0141**	**0.0141**	**0.0000**	**23.6769**	**23.6769**	**5.7900e-003**	**0.0000**	**23.7986**

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	7.7000e-004	7.6600e-003	0.0108	2.0000e-005	6.1000e-004	1.2000e-004	7.3000e-004	1.8000e-004	1.1000e-004	2.8000e-004	0.0000	1.9267	1.9267	1.0000e-005	0.0000	1.9270
Worker	1.0900e-003	1.6200e-003	0.0169	4.0000e-005	3.4000e-003	3.0000e-005	3.4300e-003	9.0000e-004	3.0000e-005	9.3000e-004	0.0000	3.0736	3.0736	1.6000e-004	0.0000	3.0770
Total	**1.8600e-003**	**9.2800e-003**	**0.0277**	**6.0000e-005**	**4.0100e-003**	**1.5000e-004**	**4.1600e-003**	**1.0800e-003**	**1.4000e-004**	**1.2100e-003**	**0.0000**	**5.0003**	**5.0003**	**1.7000e-004**	**0.0000**	**5.0040**

3.5 Architectural Coating - 2017

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	0.5449					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0150	0.0983	0.0841	1.3000e-004		7.8000e-003	7.8000e-003		7.8000e-003	7.8000e-003	0.0000	11.4896	11.4896	1.2100e-003	0.0000	11.5151
Total	**0.5598**	**0.0983**	**0.0841**	**1.3000e-004**		**7.8000e-003**	**7.8000e-003**		**7.8000e-003**	**7.8000e-003**	**0.0000**	**11.4896**	**11.4896**	**1.2100e-003**	**0.0000**	**11.5151**

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	1.0600e-003	1.5600e-003	0.0162	4.0000e-005	2.9600e-003	3.0000e-005	2.9900e-003	7.9000e-004	3.0000e-005	8.1000e-004	0.0000	2.7789	2.7789	1.5000e-004	0.0000	2.7820
Total	**1.0600e-003**	**1.5600e-003**	**0.0162**	**4.0000e-005**	**2.9600e-003**	**3.0000e-005**	**2.9900e-003**	**7.9000e-004**	**3.0000e-005**	**8.1000e-004**	**0.0000**	**2.7789**	**2.7789**	**1.5000e-004**	**0.0000**	**2.7820**

3.5 Architectural Coating - 2017

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	0.5449					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0150	0.0983	0.0841	1.3000e-004		7.8000e-003	7.8000e-003		7.8000e-003	7.8000e-003	0.0000	11.4896	11.4896	1.2100e-003	0.0000	11.5151
Total	**0.5598**	**0.0983**	**0.0841**	**1.3000e-004**		**7.8000e-003**	**7.8000e-003**		**7.8000e-003**	**7.8000e-003**	**0.0000**	**11.4896**	**11.4896**	**1.2100e-003**	**0.0000**	**11.5151**

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	1.0600e-003	1.5600e-003	0.0162	4.0000e-005	2.9600e-003	3.0000e-005	2.9900e-003	7.9000e-004	3.0000e-005	8.1000e-004	0.0000	2.7789	2.7789	1.5000e-004	0.0000	2.7820
Total	**1.0600e-003**	**1.5600e-003**	**0.0162**	**4.0000e-005**	**2.9600e-003**	**3.0000e-005**	**2.9900e-003**	**7.9000e-004**	**3.0000e-005**	**8.1000e-004**	**0.0000**	**2.7789**	**2.7789**	**1.5000e-004**	**0.0000**	**2.7820**

3.5 Architectural Coating - 2018

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	0.3633					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.9600e-003	0.0602	0.0556	9.0000e-005		4.5200e-003	4.5200e-003		4.5200e-003	4.5200e-003	0.0000	7.6598	7.6598	7.3000e-004	0.0000	7.6751
Total	**0.3722**	**0.0602**	**0.0556**	**9.0000e-005**		**4.5200e-003**	**4.5200e-003**		**4.5200e-003**	**4.5200e-003**	**0.0000**	**7.6598**	**7.6598**	**7.3000e-004**	**0.0000**	**7.6751**

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	6.3000e-004	9.4000e-004	9.7900e-003	3.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	2.0000e-005	5.4000e-004	0.0000	1.7847	1.7847	9.0000e-005	0.0000	1.7867
Total	**6.3000e-004**	**9.4000e-004**	**9.7900e-003**	**3.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**2.0000e-005**	**5.4000e-004**	**0.0000**	**1.7847**	**1.7847**	**9.0000e-005**	**0.0000**	**1.7867**

3.5 Architectural Coating - 2018

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	0.3633					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.9600e-003	0.0602	0.0556	9.0000e-005		4.5200e-003	4.5200e-003		4.5200e-003	4.5200e-003	0.0000	7.6598	7.6598	7.3000e-004	0.0000	7.6751
Total	**0.3722**	**0.0602**	**0.0556**	**9.0000e-005**		**4.5200e-003**	**4.5200e-003**		**4.5200e-003**	**4.5200e-003**	**0.0000**	**7.6598**	**7.6598**	**7.3000e-004**	**0.0000**	**7.6751**

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	6.3000e-004	9.4000e-004	9.7900e-003	3.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	2.0000e-005	5.4000e-004	0.0000	1.7847	1.7847	9.0000e-005	0.0000	1.7867
Total	**6.3000e-004**	**9.4000e-004**	**9.7900e-003**	**3.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**2.0000e-005**	**5.4000e-004**	**0.0000**	**1.7847**	**1.7847**	**9.0000e-005**	**0.0000**	**1.7867**

3.6 Paving - 2018

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	0.0161	0.1716	0.1449	2.2000e-004		9.3900e-003	9.3900e-003		8.6400e-003	8.6400e-003	0.0000	20.3687	20.3687	6.3400e-003	0.0000	20.5019
Paving	9.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0170**	**0.1716**	**0.1449**	**2.2000e-004**		**9.3900e-003**	**9.3900e-003**		**8.6400e-003**	**8.6400e-003**	**0.0000**	**20.3687**	**20.3687**	**6.3400e-003**	**0.0000**	**20.5019**

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	5.3000e-004	7.9000e-004	8.1600e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4872	1.4872	8.0000e-005	0.0000	1.4889
Total	**5.3000e-004**	**7.9000e-004**	**8.1600e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4872**	**1.4872**	**8.0000e-005**	**0.0000**	**1.4889**

3.6 Paving - 2018

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	0.0161	0.1716	0.1449	2.2000e-004		9.3900e-003	9.3900e-003		8.6400e-003	8.6400e-003	0.0000	20.3687	20.3687	6.3400e-003	0.0000	20.5019
Paving	9.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0170**	**0.1716**	**0.1449**	**2.2000e-004**		**9.3900e-003**	**9.3900e-003**		**8.6400e-003**	**8.6400e-003**	**0.0000**	**20.3687**	**20.3687**	**6.3400e-003**	**0.0000**	**20.5019**

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	5.3000e-004	7.9000e-004	8.1600e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4872	1.4872	8.0000e-005	0.0000	1.4889
Total	**5.3000e-004**	**7.9000e-004**	**8.1600e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4872**	**1.4872**	**8.0000e-005**	**0.0000**	**1.4889**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2944	0.9437	3.5339	9.4400e-003	0.6276	0.0137	0.6413	0.1681	0.0126	0.1807	0.0000	710.4597	710.4597	0.0278	0.0000	711.0443
Unmitigated	0.2944	0.9437	3.5339	9.4400e-003	0.6276	0.0137	0.6413	0.1681	0.0126	0.1807	0.0000	710.4597	710.4597	0.0278	0.0000	711.0443

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Single Family Housing	343.08	362.88	315.72	1,168,666	1,168,666
Single Family Housing	142.95	151.20	131.55	486,944	486,944
Total	486.03	514.08	447.27	1,655,610	1,655,610

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.531767	0.058060	0.178534	0.124864	0.038964	0.006284	0.016861	0.033134	0.002486	0.003151	0.003685	0.000540	0.001671

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	103.4703	103.4703	4.7600e-003	9.8000e-004	103.8752
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	103.4703	103.4703	4.7600e-003	9.8000e-004	103.8752
NaturalGas Mitigated	7.9400e-003	0.0679	0.0289	4.3000e-004		5.4900e-003	5.4900e-003		5.4900e-003	5.4900e-003	0.0000	78.6080	78.6080	1.5100e-003	1.4400e-003	79.0864
NaturalGas Unmitigated	7.9400e-003	0.0679	0.0289	4.3000e-004		5.4900e-003	5.4900e-003		5.4900e-003	5.4900e-003	0.0000	78.6080	78.6080	1.5100e-003	1.4400e-003	79.0864

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					
Single Family Housing	1.03981e+006	5.6100e-003	0.0479	0.0204	3.1000e-004		3.8700e-003	3.8700e-003		3.8700e-003	3.8700e-003	0.0000	55.4880	55.4880	1.0600e-003	1.0200e-003	55.8257
Single Family Housing	433253	2.3400e-003	0.0200	8.5000e-003	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003	0.0000	23.1200	23.1200	4.4000e-004	4.2000e-004	23.2607
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.9500e-003**	**0.0679**	**0.0289**	**4.4000e-004**		**5.4800e-003**	**5.4800e-003**		**5.4800e-003**	**5.4800e-003**	**0.0000**	**78.6080**	**78.6080**	**1.5000e-003**	**1.4400e-003**	**79.0864**

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					
Single Family Housing	433253	2.3400e-003	0.0200	8.5000e-003	1.3000e-004		1.6100e-003	1.6100e-003		1.6100e-003	1.6100e-003	0.0000	23.1200	23.1200	4.4000e-004	4.2000e-004	23.2607
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1.03981e+006	5.6100e-003	0.0479	0.0204	3.1000e-004		3.8700e-003	3.8700e-003		3.8700e-003	3.8700e-003	0.0000	55.4880	55.4880	1.0600e-003	1.0200e-003	55.8257
Total		**7.9500e-003**	**0.0679**	**0.0289**	**4.4000e-004**		**5.4800e-003**	**5.4800e-003**		**5.4800e-003**	**5.4800e-003**	**0.0000**	**78.6080**	**78.6080**	**1.5000e-003**	**1.4400e-003**	**79.0864**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	106345	30.4324	1.4000e-003	2.9000e-004	30.5515
Single Family Housing	255228	73.0378	3.3600e-003	6.9000e-004	73.3237
Total		**103.4703**	**4.7600e-003**	**9.8000e-004**	**103.8752**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	106345	30.4324	1.4000e-003	2.9000e-004	30.5515
Single Family Housing	255228	73.0378	3.3600e-003	6.9000e-004	73.3237
Total		**103.4703**	**4.7600e-003**	**9.8000e-004**	**103.8752**

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	0.8724	6.1500e-003	0.5301	3.0000e-005		2.8900e-003	2.8900e-003		2.8900e-003	2.8900e-003	0.0000	0.8599	0.8599	8.5000e-004	0.0000	0.8778
Unmitigated	0.8724	6.1500e-003	0.5301	3.0000e-005		2.8900e-003	2.8900e-003		2.8900e-003	2.8900e-003	0.0000	0.8599	0.8599	8.5000e-004	0.0000	0.8778

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	0.1012					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7548					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0164	6.1500e-003	0.5301	3.0000e-005		2.8900e-003	2.8900e-003		2.8900e-003	2.8900e-003	0.0000	0.8599	0.8599	8.5000e-004	0.0000	0.8778
Total	**0.8724**	**6.1500e-003**	**0.5301**	**3.0000e-005**		**2.8900e-003**	**2.8900e-003**		**2.8900e-003**	**2.8900e-003**	**0.0000**	**0.8599**	**0.8599**	**8.5000e-004**	**0.0000**	**0.8778**

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	0.1012					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.7548					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0164	6.1500e-003	0.5301	3.0000e-005		2.8900e-003	2.8900e-003		2.8900e-003	2.8900e-003	0.0000	0.8599	0.8599	8.5000e-004	0.0000	0.8778
Total	**0.8724**	**6.1500e-003**	**0.5301**	**3.0000e-005**		**2.8900e-003**	**2.8900e-003**		**2.8900e-003**	**2.8900e-003**	**0.0000**	**0.8599**	**0.8599**	**8.5000e-004**	**0.0000**	**0.8778**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	20.0959	0.1091	2.7300e-003	23.2351
Unmitigated	20.0959	0.1092	2.7400e-003	23.2368

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	3.32286 / 2.09484	20.0959	0.1092	2.7400e-003	23.2368
Total		**20.0959**	**0.1092**	**2.7400e-003**	**23.2368**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	3.32286 / 2.09484	20.0959	0.1091	2.7300e-003	23.2351
Total		**20.0959**	**0.1091**	**2.7300e-003**	**23.2351**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	12.1510	0.7181	0.0000	27.2313
Unmitigated	12.1510	0.7181	0.0000	27.2313

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	59.86	12.1510	0.7181	0.0000	27.2313
Total		**12.1510**	**0.7181**	**0.0000**	**27.2313**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	59.86	12.1510	0.7181	0.0000	27.2313
Total		**12.1510**	**0.7181**	**0.0000**	**27.2313**

9.0 Operational Offroad

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

10.0 Vegetation

West Hills Residential Project

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	30.00	1000sqft	0.69	30,000.00	0
Single Family Housing	36.00	Dwelling Unit	3.05	102,297.00	103
Single Family Housing	15.00	Dwelling Unit	1.93	76,580.00	43

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Roadway extension for Woodlake Ave classified under "Other Asphalt Surfaces"

Construction Phase - No demolition (vacant site); begin architectural coating halfway during construction

Grading - Grading plan

Architectural Coating - Assumed compliance with SCAQMD Rule 1113

Vehicle Trips - Traffic study

Woodstoves - Assumed compliance with SCAQMD Rule 445

Area Coating - Assumed compliance with SCAQMD Rule 1113

Construction Off-road Equipment Mitigation - Compliance with SCAQMD Rule 403. Reductions from SCAQMD, Fugitive Dust Mitigation Measures.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	250
tblConstDustMitigation	WaterExposedAreaPM10PercentReduction	61	68
tblConstDustMitigation	WaterExposedAreaPM25PercentReduction	61	68
tblConstructionPhase	NumDays	20.00	150.00
tblConstructionPhase	PhaseEndDate	8/24/2018	3/23/2018
tblConstructionPhase	PhaseEndDate	4/20/2018	2/23/2018
tblConstructionPhase	PhaseStartDate	1/27/2018	8/28/2017
tblConstructionPhase	PhaseStartDate	3/11/2017	3/13/2017
tblConstructionPhase	PhaseStartDate	2/11/2017	2/13/2017
tblConstructionPhase	PhaseStartDate	3/24/2018	1/29/2018
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	43.35	0.00

tblFireplaces	NumberNoFireplace	5.10	0.00
tblFireplaces	NumberWood	2.55	0.00
tblGrading	AcresOfGrading	10.00	5.70
tblGrading	AcresOfGrading	0.00	0.30
tblGrading	MaterialImported	0.00	3,295.00
tblLandUse	LandUseSquareFeet	27,000.00	76,580.00
tblLandUse	LandUseSquareFeet	64,800.00	102,297.00
tblLandUse	LotAcreage	4.87	1.93
tblLandUse	LotAcreage	11.69	3.05
tblProjectCharacteristics	OperationalYear	2014	2018
tblVehicleTrips	WD_TR	9.57	9.53
tblWoodstoves	NumberCatalytic	2.55	0.00
tblWoodstoves	NumberNoncatalytic	2.55	0.00
tblWoodstoves	WoodstoveDayYear	25.00	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					
2017	15.7681	51.8447	40.5284	0.0473	18.2993	2.7560	21.0553	9.9875	2.5356	12.5230	0.0000	4,746.4734	4,746.4734	1.2377	0.0000	4,772.4644
2018	15.2815	26.1703	22.4118	0.0373	0.4760	1.6599	2.1359	0.1274	1.5693	1.6967	0.0000	3,526.2144	3,526.2144	0.7378	0.0000	3,541.7080
Total	**31.0497**	**78.0150**	**62.9401**	**0.0846**	**18.7752**	**4.4160**	**23.1912**	**10.1149**	**4.1048**	**14.2197**	**0.0000**	**8,272.6878**	**8,272.6878**	**1.9755**	**0.0000**	**8,314.1724**

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					
2017	15.7681	51.8447	40.5284	0.0473	5.9926	2.7560	8.7486	3.2323	2.5356	5.7678	0.0000	4,746.4734	4,746.4734	1.2377	0.0000	4,772.4644
2018	15.2815	26.1703	22.4118	0.0373	0.4760	1.6599	2.1359	0.1274	1.5693	1.6967	0.0000	3,526.2144	3,526.2144	0.7378	0.0000	3,541.7080
Total	**31.0497**	**78.0150**	**62.9401**	**0.0846**	**6.4686**	**4.4160**	**10.8845**	**3.3597**	**4.1048**	**7.4645**	**0.0000**	**8,272.6878**	**8,272.6878**	**1.9755**	**0.0000**	**8,314.1724**

	ROG	NOx	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**	**65.55**	**0.00**	**53.07**	**66.78**	**0.00**	**47.51**	**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	4.8214	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231	0.0000	7.5827	7.5827	7.5300e-003	0.0000	7.7408
Energy	0.0435	0.3719	0.1583	2.3700e-003		0.0301	0.0301		0.0301	0.0301		474.7973	474.7973	9.1000e-003	8.7000e-003	477.6868
Mobile	1.7270	5.1235	20.5543	0.0570	3.7310	0.0796	3.8106	0.9977	0.0734	1.0711		4,718.5860	4,718.5860	0.1790		4,722.3458
Total	**6.5919**	**5.5446**	**24.9530**	**0.0596**	**3.7310**	**0.1328**	**3.8638**	**0.9977**	**0.1266**	**1.1243**	**0.0000**	**5,200.9660**	**5,200.9660**	**0.1957**	**8.7000e-003**	**5,207.7734**

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	4.8214	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231	0.0000	7.5827	7.5827	7.5300e-003	0.0000	7.7408
Energy	0.0435	0.3719	0.1583	2.3700e-003		0.0301	0.0301		0.0301	0.0301		474.7973	474.7973	9.1000e-003	8.7000e-003	477.6868
Mobile	1.7270	5.1235	20.5543	0.0570	3.7310	0.0796	3.8106	0.9977	0.0734	1.0711		4,718.5860	4,718.5860	0.1790		4,722.3458
Total	**6.5919**	**5.5446**	**24.9530**	**0.0596**	**3.7310**	**0.1328**	**3.8638**	**0.9977**	**0.1266**	**1.1243**	**0.0000**	**5,200.9660**	**5,200.9660**	**0.1957**	**8.7000e-003**	**5,207.7734**

	ROG	NOx	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	Site Preparation	Site Preparation	1/30/2017	2/10/2017	5	10	
2	Grading	Grading	2/13/2017	3/10/2017	5	20	
3	Building Construction	Building Construction	3/13/2017	1/26/2018	5	230	
4	Architectural Coating	Architectural Coating	8/28/2017	3/23/2018	5	150	
5	Paving	Paving	1/29/2018	2/23/2018	5	20	

Acres of Grading (Site Preparation Phase): 0.3

Acres of Grading (Grading Phase): 5.7

Acres of Paving: 0

Residential Indoor: 362,226; Residential Outdoor: 120,742; Non-Residential Indoor: 45,000; Non-Residential Outdoor: 15,000 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	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
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	412.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	31.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	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

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Site Preparation - 2017

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					18.0981	0.0000	18.0981	9.9341	0.0000	9.9341			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**18.0981**	**2.7542**	**20.8523**	**9.9341**	**2.5339**	**12.4680**		**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

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	0.0720	0.0913	1.1313	2.6200e-003	0.2012	1.8200e-003	0.2030	0.0534	1.6800e-003	0.0550		212.9450	212.9450	0.0111		213.1787
Total	**0.0720**	**0.0913**	**1.1313**	**2.6200e-003**	**0.2012**	**1.8200e-003**	**0.2030**	**0.0534**	**1.6800e-003**	**0.0550**		**212.9450**	**212.9450**	**0.0111**		**213.1787**

3.2 Site Preparation - 2017

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					5.7914	0.0000	5.7914	3.1789	0.0000	3.1789			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**5.7914**	**2.7542**	**8.5456**	**3.1789**	**2.5339**	**5.7128**	**0.0000**	**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

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	0.0720	0.0913	1.1313	2.6200e-003	0.2012	1.8200e-003	0.2030	0.0534	1.6800e-003	0.0550		212.9450	212.9450	0.0111		213.1787
Total	**0.0720**	**0.0913**	**1.1313**	**2.6200e-003**	**0.2012**	**1.8200e-003**	**0.2030**	**0.0534**	**1.6800e-003**	**0.0550**		**212.9450**	**212.9450**	**0.0111**		**213.1787**

3.3 Grading - 2017

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					6.3430	0.0000	6.3430	3.3457	0.0000	3.3457			0.0000			0.0000
Off-Road	3.4555	35.9825	25.3812	0.0297		2.0388	2.0388		1.8757	1.8757		3,043.6667	3,043.6667	0.9326		3,063.2507
Total	**3.4555**	**35.9825**	**25.3812**	**0.0297**	**6.3430**	**2.0388**	**8.3818**	**3.3457**	**1.8757**	**5.2214**		**3,043.6667**	**3,043.6667**	**0.9326**		**3,063.2507**

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	0.3431	5.3039	3.9266	0.0154	0.3588	0.0781	0.4369	0.0983	0.0719	0.1701		1,525.3526	1,525.3526	0.0112		1,525.5887
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	0.0600	0.0761	0.9428	2.1800e-003	0.1677	1.5200e-003	0.1692	0.0445	1.4000e-003	0.0459		177.4541	177.4541	9.2800e-003		177.6489
Total	**0.4032**	**5.3800**	**4.8693**	**0.0176**	**0.5265**	**0.0796**	**0.6061**	**0.1427**	**0.0733**	**0.2160**		**1,702.8067**	**1,702.8067**	**0.0205**		**1,703.2376**

3.3 Grading - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0298	0.0000	2.0298	1.0706	0.0000	1.0706			0.0000			0.0000
Off-Road	3.4555	35.9825	25.3812	0.0297		2.0388	2.0388		1.8757	1.8757	0.0000	3,043.6667	3,043.6667	0.9326		3,063.2507
Total	**3.4555**	**35.9825**	**25.3812**	**0.0297**	**2.0298**	**2.0388**	**4.0686**	**1.0706**	**1.8757**	**2.9463**	**0.0000**	**3,043.6667**	**3,043.6667**	**0.9326**		**3,063.2507**

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	0.3431	5.3039	3.9266	0.0154	0.3588	0.0781	0.4369	0.0983	0.0719	0.1701		1,525.3526	1,525.3526	0.0112		1,525.5887
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	0.0600	0.0761	0.9428	2.1800e-003	0.1677	1.5200e-003	0.1692	0.0445	1.4000e-003	0.0459		177.4541	177.4541	9.2800e-003		177.6489
Total	**0.4032**	**5.3800**	**4.8693**	**0.0176**	**0.5265**	**0.0796**	**0.6061**	**0.1427**	**0.0733**	**0.2160**		**1,702.8067**	**1,702.8067**	**0.0205**		**1,703.2376**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

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	0.0770	0.7978	0.9545	2.2000e-003	0.0624	0.0122	0.0746	0.0178	0.0112	0.0290		216.7039	216.7039	1.5600e-003		216.7368
Worker	0.1241	0.1572	1.9484	4.5100e-003	0.3465	3.1400e-003	0.3497	0.0919	2.8900e-003	0.0948		366.7385	366.7385	0.0192		367.1411
Total	**0.2011**	**0.9549**	**2.9029**	**6.7100e-003**	**0.4089**	**0.0153**	**0.4242**	**0.1097**	**0.0141**	**0.1238**		**583.4425**	**583.4425**	**0.0207**		**583.8779**

3.4 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

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	0.0770	0.7978	0.9545	2.2000e-003	0.0624	0.0122	0.0746	0.0178	0.0112	0.0290		216.7039	216.7039	1.5600e-003		216.7368
Worker	0.1241	0.1572	1.9484	4.5100e-003	0.3465	3.1400e-003	0.3497	0.0919	2.8900e-003	0.0948		366.7385	366.7385	0.0192		367.1411
Total	**0.2011**	**0.9549**	**2.9029**	**6.7100e-003**	**0.4089**	**0.0153**	**0.4242**	**0.1097**	**0.0141**	**0.1238**		**583.4425**	**583.4425**	**0.0207**		**583.8779**

3.4 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**		**2,609.9390**	**2,609.9390**	**0.6387**		**2,623.3517**

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	0.0726	0.7335	0.9118	2.1900e-003	0.0624	0.0115	0.0739	0.0178	0.0106	0.0283		213.1247	213.1247	1.5600e-003		213.1574
Worker	0.1117	0.1427	1.7704	4.5000e-003	0.3465	3.0400e-003	0.3496	0.0919	2.8100e-003	0.0947		353.3181	353.3181	0.0178		353.6920
Total	**0.1843**	**0.8761**	**2.6822**	**6.6900e-003**	**0.4089**	**0.0145**	**0.4234**	**0.1097**	**0.0134**	**0.1230**		**566.4428**	**566.4428**	**0.0194**		**566.8493**

3.4 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**	**0.0000**	**2,609.9389**	**2,609.9389**	**0.6387**		**2,623.3517**

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	0.0726	0.7335	0.9118	2.1900e-003	0.0624	0.0115	0.0739	0.0178	0.0106	0.0283		213.1247	213.1247	1.5600e-003		213.1574
Worker	0.1117	0.1427	1.7704	4.5000e-003	0.3465	3.0400e-003	0.3496	0.0919	2.8100e-003	0.0947		353.3181	353.3181	0.0178		353.6920
Total	**0.1843**	**0.8761**	**2.6822**	**6.6900e-003**	**0.4089**	**0.0145**	**0.4234**	**0.1097**	**0.0134**	**0.1230**		**566.4428**	**566.4428**	**0.0194**		**566.8493**

3.5 Architectural Coating - 2017

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	12.1083					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**12.4406**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

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	0.0240	0.0304	0.3771	8.7000e-004	0.0671	6.1000e-004	0.0677	0.0178	5.6000e-004	0.0184		70.9817	70.9817	3.7100e-003		71.0596
Total	**0.0240**	**0.0304**	**0.3771**	**8.7000e-004**	**0.0671**	**6.1000e-004**	**0.0677**	**0.0178**	**5.6000e-004**	**0.0184**		**70.9817**	**70.9817**	**3.7100e-003**		**71.0596**

3.5 Architectural Coating - 2017

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	12.1083					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**12.4406**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

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	0.0240	0.0304	0.3771	8.7000e-004	0.0671	6.1000e-004	0.0677	0.0178	5.6000e-004	0.0184		70.9817	70.9817	3.7100e-003		71.0596
Total	**0.0240**	**0.0304**	**0.3771**	**8.7000e-004**	**0.0671**	**6.1000e-004**	**0.0677**	**0.0178**	**5.6000e-004**	**0.0184**		**70.9817**	**70.9817**	**3.7100e-003**		**71.0596**

3.5 Architectural Coating - 2018

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	12.1083					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	**12.4070**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.0102**

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	0.0216	0.0276	0.3427	8.7000e-004	0.0671	5.9000e-004	0.0677	0.0178	5.4000e-004	0.0183		68.3842	68.3842	3.4500e-003		68.4565
Total	**0.0216**	**0.0276**	**0.3427**	**8.7000e-004**	**0.0671**	**5.9000e-004**	**0.0677**	**0.0178**	**5.4000e-004**	**0.0183**		**68.3842**	**68.3842**	**3.4500e-003**		**68.4565**

3.5 Architectural Coating - 2018

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	12.1083					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
Total	**12.4070**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.0102**

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	0.0216	0.0276	0.3427	8.7000e-004	0.0671	5.9000e-004	0.0677	0.0178	5.4000e-004	0.0183		68.3842	68.3842	3.4500e-003		68.4565
Total	**0.0216**	**0.0276**	**0.3427**	**8.7000e-004**	**0.0671**	**5.9000e-004**	**0.0677**	**0.0178**	**5.4000e-004**	**0.0183**		**68.3842**	**68.3842**	**3.4500e-003**		**68.4565**

3.6 Paving - 2018

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	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635		2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.0904					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.7018**	**17.1628**	**14.4944**	**0.0223**		**0.9386**	**0.9386**		**0.8635**	**0.8635**		**2,245.2695**	**2,245.2695**	**0.6990**		**2,259.9481**

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	0.0541	0.0690	0.8567	2.1800e-003	0.1677	1.4700e-003	0.1691	0.0445	1.3600e-003	0.0458		170.9604	170.9604	8.6200e-003		171.1413
Total	**0.0541**	**0.0690**	**0.8567**	**2.1800e-003**	**0.1677**	**1.4700e-003**	**0.1691**	**0.0445**	**1.3600e-003**	**0.0458**		**170.9604**	**170.9604**	**8.6200e-003**		**171.1413**

3.6 Paving - 2018

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	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635	0.0000	2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.0904					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.7018**	**17.1628**	**14.4944**	**0.0223**		**0.9386**	**0.9386**		**0.8635**	**0.8635**	**0.0000**	**2,245.2695**	**2,245.2695**	**0.6990**		**2,259.9481**

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	0.0541	0.0690	0.8567	2.1800e-003	0.1677	1.4700e-003	0.1691	0.0445	1.3600e-003	0.0458		170.9604	170.9604	8.6200e-003		171.1413
Total	**0.0541**	**0.0690**	**0.8567**	**2.1800e-003**	**0.1677**	**1.4700e-003**	**0.1691**	**0.0445**	**1.3600e-003**	**0.0458**		**170.9604**	**170.9604**	**8.6200e-003**		**171.1413**

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	1.7270	5.1235	20.5543	0.0570	3.7310	0.0796	3.8106	0.9977	0.0734	1.0711		4,718.5860	4,718.5860	0.1790		4,722.3458
Unmitigated	1.7270	5.1235	20.5543	0.0570	3.7310	0.0796	3.8106	0.9977	0.0734	1.0711		4,718.5860	4,718.5860	0.1790		4,722.3458

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Single Family Housing	343.08	362.88	315.72	1,168,666	1,168,666
Single Family Housing	142.95	151.20	131.55	486,944	486,944
Total	486.03	514.08	447.27	1,655,610	1,655,610

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.531767	0.058060	0.178534	0.124864	0.038964	0.006284	0.016861	0.033134	0.002486	0.003151	0.003685	0.000540	0.001671

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0435	0.3719	0.1583	2.3700e-003		0.0301	0.0301		0.0301	0.0301		474.7973	474.7973	9.1000e-003	8.7000e-003	477.6868
NaturalGas Unmitigated	0.0435	0.3719	0.1583	2.3700e-003		0.0301	0.0301		0.0301	0.0301		474.7973	474.7973	9.1000e-003	8.7000e-003	477.6868

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					
Single Family Housing	1186.99	0.0128	0.1094	0.0466	7.0000e-004		8.8400e-003	8.8400e-003		8.8400e-003	8.8400e-003		139.6463	139.6463	2.6800e-003	2.5600e-003	140.4961
Single Family Housing	2848.78	0.0307	0.2625	0.1117	1.6800e-003		0.0212	0.0212		0.0212	0.0212		335.1510	335.1510	6.4200e-003	6.1400e-003	337.1907
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0435**	**0.3719**	**0.1583**	**2.3800e-003**		**0.0301**	**0.0301**		**0.0301**	**0.0301**		**474.7973**	**474.7973**	**9.1000e-003**	**8.7000e-003**	**477.6868**

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					
Single Family Housing	2.84878	0.0307	0.2625	0.1117	1.6800e-003		0.0212	0.0212		0.0212	0.0212		335.1510	335.1510	6.4200e-003	6.1400e-003	337.1907
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1.18699	0.0128	0.1094	0.0466	7.0000e-004		8.8400e-003	8.8400e-003		8.8400e-003	8.8400e-003		139.6463	139.6463	2.6800e-003	2.5600e-003	140.4961
Total		**0.0435**	**0.3719**	**0.1583**	**2.3800e-003**		**0.0301**	**0.0301**		**0.0301**	**0.0301**		**474.7973**	**474.7973**	**9.1000e-003**	**8.7000e-003**	**477.6868**

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	4.8214	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231	0.0000	7.5827	7.5827	7.5300e-003	0.0000	7.7408
Unmitigated	4.8214	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231	0.0000	7.5827	7.5827	7.5300e-003	0.0000	7.7408

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5548					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.1358					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1309	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231		7.5827	7.5827	7.5300e-003		7.7408
Total	**4.8214**	**0.0492**	**4.2404**	**2.2000e-004**		**0.0231**	**0.0231**		**0.0231**	**0.0231**	**0.0000**	**7.5827**	**7.5827**	**7.5300e-003**	**0.0000**	**7.7408**

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	0.5548					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.1358					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1309	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231		7.5827	7.5827	7.5300e-003		7.7408
Total	**4.8214**	**0.0492**	**4.2404**	**2.2000e-004**		**0.0231**	**0.0231**		**0.0231**	**0.0231**	**0.0000**	**7.5827**	**7.5827**	**7.5300e-003**	**0.0000**	**7.7408**

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 Vegetation

West Hills Residential Project

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	30.00	1000sqft	0.69	30,000.00	0
Single Family Housing	36.00	Dwelling Unit	3.05	102,297.00	103
Single Family Housing	15.00	Dwelling Unit	1.93	76,580.00	43

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	8			**Operational Year**	2018
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Roadway extension for Woodlake Ave classified under "Other Asphalt Surfaces"

Construction Phase - No demolition (vacant site); begin architectural coating halfway during construction

Grading - Grading plan

Architectural Coating - Assumed compliance with SCAQMD Rule 1113

Vehicle Trips - Traffic study

Woodstoves - Assumed compliance with SCAQMD Rule 445

Area Coating - Assumed compliance with SCAQMD Rule 1113

Construction Off-road Equipment Mitigation - Compliance with SCAQMD Rule 403. Reductions from SCAQMD, Fugitive Dust Mitigation Measures.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	250
tblConstDustMitigation	WaterExposedAreaPM10PercentReduction	61	68
tblConstDustMitigation	WaterExposedAreaPM25PercentReduction	61	68
tblConstructionPhase	NumDays	20.00	150.00
tblConstructionPhase	PhaseEndDate	8/24/2018	3/23/2018
tblConstructionPhase	PhaseEndDate	4/20/2018	2/23/2018
tblConstructionPhase	PhaseStartDate	1/27/2018	8/28/2017
tblConstructionPhase	PhaseStartDate	3/11/2017	3/13/2017
tblConstructionPhase	PhaseStartDate	2/11/2017	2/13/2017
tblConstructionPhase	PhaseStartDate	3/24/2018	1/29/2018
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	43.35	0.00

tblFireplaces	NumberNoFireplace	5.10	0.00
tblFireplaces	NumberWood	2.55	0.00
tblGrading	AcresOfGrading	10.00	5.70
tblGrading	AcresOfGrading	0.00	0.30
tblGrading	MaterialImported	0.00	3,295.00
tblLandUse	LandUseSquareFeet	27,000.00	76,580.00
tblLandUse	LandUseSquareFeet	64,800.00	102,297.00
tblLandUse	LotAcreage	4.87	1.93
tblLandUse	LotAcreage	11.69	3.05
tblProjectCharacteristics	OperationalYear	2014	2018
tblVehicleTrips	WD_TR	9.57	9.53
tblWoodstoves	NumberCatalytic	2.55	0.00
tblWoodstoves	NumberNoncatalytic	2.55	0.00
tblWoodstoves	WoodstoveDayYear	25.00	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					
2017	15.7813	51.8547	40.4550	0.0471	18.2993	2.7560	21.0553	9.9875	2.5356	12.5230	0.0000	4,732.9163	4,732.9163	1.2377	0.0000	4,758.9073
2018	15.2931	26.2065	22.4834	0.0370	0.4760	1.6601	2.1360	0.1274	1.5694	1.6968	0.0000	3,500.7043	3,500.7043	0.7378	0.0000	3,516.1978
Total	**31.0745**	**78.0612**	**62.9384**	**0.0842**	**18.7752**	**4.4161**	**23.1913**	**10.1149**	**4.1049**	**14.2198**	**0.0000**	**8,233.6206**	**8,233.6206**	**1.9755**	**0.0000**	**8,275.1051**

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					
2017	15.7813	51.8547	40.4550	0.0471	5.9926	2.7560	8.7486	3.2323	2.5356	5.7678	0.0000	4,732.9163	4,732.9163	1.2377	0.0000	4,758.9073
2018	15.2931	26.2065	22.4834	0.0370	0.4760	1.6601	2.1360	0.1274	1.5694	1.6968	0.0000	3,500.7043	3,500.7043	0.7378	0.0000	3,516.1978
Total	**31.0745**	**78.0612**	**62.9384**	**0.0842**	**6.4686**	**4.4161**	**10.8847**	**3.3597**	**4.1049**	**7.4646**	**0.0000**	**8,233.6206**	**8,233.6206**	**1.9755**	**0.0000**	**8,275.1051**

	ROG	NOx	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**	**65.55**	**0.00**	**53.07**	**66.78**	**0.00**	**47.51**	**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	4.8214	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231	0.0000	7.5827	7.5827	7.5300e-003	0.0000	7.7408
Energy	0.0435	0.3719	0.1583	2.3700e-003		0.0301	0.0301		0.0301	0.0301		474.7973	474.7973	9.1000e-003	8.7000e-003	477.6868
Mobile	1.8047	5.3981	20.5039	0.0544	3.7310	0.0799	3.8109	0.9977	0.0736	1.0713		4,514.5189	4,514.5189	0.1792		4,518.2819
Total	**6.6697**	**5.8192**	**24.9026**	**0.0570**	**3.7310**	**0.1331**	**3.8641**	**0.9977**	**0.1268**	**1.1245**	**0.0000**	**4,996.8988**	**4,996.8988**	**0.1958**	**8.7000e-003**	**5,003.7095**

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	4.8214	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231	0.0000	7.5827	7.5827	7.5300e-003	0.0000	7.7408
Energy	0.0435	0.3719	0.1583	2.3700e-003		0.0301	0.0301		0.0301	0.0301		474.7973	474.7973	9.1000e-003	8.7000e-003	477.6868
Mobile	1.8047	5.3981	20.5039	0.0544	3.7310	0.0799	3.8109	0.9977	0.0736	1.0713		4,514.5189	4,514.5189	0.1792		4,518.2819
Total	**6.6697**	**5.8192**	**24.9026**	**0.0570**	**3.7310**	**0.1331**	**3.8641**	**0.9977**	**0.1268**	**1.1245**	**0.0000**	**4,996.8988**	**4,996.8988**	**0.1958**	**8.7000e-003**	**5,003.7095**

	ROG	NOx	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	Site Preparation	Site Preparation	1/30/2017	2/10/2017	5	10	
2	Grading	Grading	2/13/2017	3/10/2017	5	20	
3	Building Construction	Building Construction	3/13/2017	1/26/2018	5	230	
4	Architectural Coating	Architectural Coating	8/28/2017	3/23/2018	5	150	
5	Paving	Paving	1/29/2018	2/23/2018	5	20	

Acres of Grading (Site Preparation Phase): 0.3

Acres of Grading (Grading Phase): 5.7

Acres of Paving: 0

Residential Indoor: 362,226; Residential Outdoor: 120,742; Non-Residential Indoor: 45,000; Non-Residential Outdoor: 15,000 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	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
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	412.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	31.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	6.00	0.00	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

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Site Preparation - 2017

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					18.0981	0.0000	18.0981	9.9341	0.0000	9.9341			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**18.0981**	**2.7542**	**20.8523**	**9.9341**	**2.5339**	**12.4680**		**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

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	0.0748	0.1012	1.0580	2.4700e-003	0.2012	1.8200e-003	0.2030	0.0534	1.6800e-003	0.0550		200.9764	200.9764	0.0111		201.2101
Total	**0.0748**	**0.1012**	**1.0580**	**2.4700e-003**	**0.2012**	**1.8200e-003**	**0.2030**	**0.0534**	**1.6800e-003**	**0.0550**		**200.9764**	**200.9764**	**0.0111**		**201.2101**

3.2 Site Preparation - 2017

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					5.7914	0.0000	5.7914	3.1789	0.0000	3.1789			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**5.7914**	**2.7542**	**8.5456**	**3.1789**	**2.5339**	**5.7128**	**0.0000**	**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

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	0.0748	0.1012	1.0580	2.4700e-003	0.2012	1.8200e-003	0.2030	0.0534	1.6800e-003	0.0550		200.9764	200.9764	0.0111		201.2101
Total	**0.0748**	**0.1012**	**1.0580**	**2.4700e-003**	**0.2012**	**1.8200e-003**	**0.2030**	**0.0534**	**1.6800e-003**	**0.0550**		**200.9764**	**200.9764**	**0.0111**		**201.2101**

3.3 Grading - 2017

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					6.3430	0.0000	6.3430	3.3457	0.0000	3.3457			0.0000			0.0000
Off-Road	3.4555	35.9825	25.3812	0.0297		2.0388	2.0388		1.8757	1.8757		3,043.6667	3,043.6667	0.9326		3,063.2507
Total	**3.4555**	**35.9825**	**25.3812**	**0.0297**	**6.3430**	**2.0388**	**8.3818**	**3.3457**	**1.8757**	**5.2214**		**3,043.6667**	**3,043.6667**	**0.9326**		**3,063.2507**

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	0.3616	5.4901	4.5825	0.0153	0.3588	0.0783	0.4371	0.0983	0.0720	0.1703		1,521.7693	1,521.7693	0.0114		1,522.0085
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	0.0623	0.0843	0.8817	2.0600e-003	0.1677	1.5200e-003	0.1692	0.0445	1.4000e-003	0.0459		167.4803	167.4803	9.2800e-003		167.6751
Total	**0.4239**	**5.5745**	**5.4641**	**0.0174**	**0.5265**	**0.0798**	**0.6063**	**0.1427**	**0.0734**	**0.2161**		**1,689.2496**	**1,689.2496**	**0.0207**		**1,689.6836**

3.3 Grading - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0298	0.0000	2.0298	1.0706	0.0000	1.0706			0.0000			0.0000
Off-Road	3.4555	35.9825	25.3812	0.0297		2.0388	2.0388		1.8757	1.8757	0.0000	3,043.6667	3,043.6667	0.9326		3,063.2507
Total	**3.4555**	**35.9825**	**25.3812**	**0.0297**	**2.0298**	**2.0388**	**4.0686**	**1.0706**	**1.8757**	**2.9463**	**0.0000**	**3,043.6667**	**3,043.6667**	**0.9326**		**3,063.2507**

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	0.3616	5.4901	4.5825	0.0153	0.3588	0.0783	0.4371	0.0983	0.0720	0.1703		1,521.7693	1,521.7693	0.0114		1,522.0085
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	0.0623	0.0843	0.8817	2.0600e-003	0.1677	1.5200e-003	0.1692	0.0445	1.4000e-003	0.0459		167.4803	167.4803	9.2800e-003		167.6751
Total	**0.4239**	**5.5745**	**5.4641**	**0.0174**	**0.5265**	**0.0798**	**0.6063**	**0.1427**	**0.0734**	**0.2161**		**1,689.2496**	**1,689.2496**	**0.0207**		**1,689.6836**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

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	0.0846	0.8173	1.1741	2.1800e-003	0.0624	0.0123	0.0747	0.0178	0.0113	0.0291		214.9006	214.9006	1.6100e-003		214.9345
Worker	0.1288	0.1743	1.8221	4.2500e-003	0.3465	3.1400e-003	0.3497	0.0919	2.8900e-003	0.0948		346.1260	346.1260	0.0192		346.5285
Total	**0.2134**	**0.9916**	**2.9962**	**6.4300e-003**	**0.4089**	**0.0155**	**0.4244**	**0.1097**	**0.0142**	**0.1239**		**561.0266**	**561.0266**	**0.0208**		**561.4630**

3.4 Building Construction - 2017

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

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	0.0846	0.8173	1.1741	2.1800e-003	0.0624	0.0123	0.0747	0.0178	0.0113	0.0291		214.9006	214.9006	1.6100e-003		214.9345
Worker	0.1288	0.1743	1.8221	4.2500e-003	0.3465	3.1400e-003	0.3497	0.0919	2.8900e-003	0.0948		346.1260	346.1260	0.0192		346.5285
Total	**0.2134**	**0.9916**	**2.9962**	**6.4300e-003**	**0.4089**	**0.0155**	**0.4244**	**0.1097**	**0.0142**	**0.1239**		**561.0266**	**561.0266**	**0.0208**		**561.4630**

3.4 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**		**2,609.9390**	**2,609.9390**	**0.6387**		**2,623.3517**

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	0.0794	0.7511	1.1290	2.1800e-003	0.0624	0.0116	0.0740	0.0178	0.0107	0.0284		211.3479	211.3479	1.6000e-003		211.3816
Worker	0.1157	0.1582	1.6485	4.2500e-003	0.3465	3.0400e-003	0.3496	0.0919	2.8100e-003	0.0947		333.4334	333.4334	0.0178		333.8073
Total	**0.1951**	**0.9093**	**2.7774**	**6.4300e-003**	**0.4089**	**0.0146**	**0.4235**	**0.1097**	**0.0135**	**0.1231**		**544.7813**	**544.7813**	**0.0194**		**545.1889**

3.4 Building Construction - 2018

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**	**0.0000**	**2,609.9389**	**2,609.9389**	**0.6387**		**2,623.3517**

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	0.0794	0.7511	1.1290	2.1800e-003	0.0624	0.0116	0.0740	0.0178	0.0107	0.0284		211.3479	211.3479	1.6000e-003		211.3816
Worker	0.1157	0.1582	1.6485	4.2500e-003	0.3465	3.0400e-003	0.3496	0.0919	2.8100e-003	0.0947		333.4334	333.4334	0.0178		333.8073
Total	**0.1951**	**0.9093**	**2.7774**	**6.4300e-003**	**0.4089**	**0.0146**	**0.4235**	**0.1097**	**0.0135**	**0.1231**		**544.7813**	**544.7813**	**0.0194**		**545.1889**

3.5 Architectural Coating - 2017

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	12.1083					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**12.4406**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

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	0.0249	0.0337	0.3527	8.2000e-004	0.0671	6.1000e-004	0.0677	0.0178	5.6000e-004	0.0184		66.9921	66.9921	3.7100e-003		67.0700
Total	**0.0249**	**0.0337**	**0.3527**	**8.2000e-004**	**0.0671**	**6.1000e-004**	**0.0677**	**0.0178**	**5.6000e-004**	**0.0184**		**66.9921**	**66.9921**	**3.7100e-003**		**67.0700**

3.5 Architectural Coating - 2017

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	12.1083					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**12.4406**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

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	0.0249	0.0337	0.3527	8.2000e-004	0.0671	6.1000e-004	0.0677	0.0178	5.6000e-004	0.0184		66.9921	66.9921	3.7100e-003		67.0700
Total	**0.0249**	**0.0337**	**0.3527**	**8.2000e-004**	**0.0671**	**6.1000e-004**	**0.0677**	**0.0178**	**5.6000e-004**	**0.0184**		**66.9921**	**66.9921**	**3.7100e-003**		**67.0700**

3.5 Architectural Coating - 2018

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	12.1083					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	**12.4070**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.0102**

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	0.0224	0.0306	0.3191	8.2000e-004	0.0671	5.9000e-004	0.0677	0.0178	5.4000e-004	0.0183		64.5355	64.5355	3.4500e-003		64.6079
Total	**0.0224**	**0.0306**	**0.3191**	**8.2000e-004**	**0.0671**	**5.9000e-004**	**0.0677**	**0.0178**	**5.4000e-004**	**0.0183**		**64.5355**	**64.5355**	**3.4500e-003**		**64.6079**

3.5 Architectural Coating - 2018

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	12.1083					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
Total	**12.4070**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.0102**

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	0.0224	0.0306	0.3191	8.2000e-004	0.0671	5.9000e-004	0.0677	0.0178	5.4000e-004	0.0183		64.5355	64.5355	3.4500e-003		64.6079
Total	**0.0224**	**0.0306**	**0.3191**	**8.2000e-004**	**0.0671**	**5.9000e-004**	**0.0677**	**0.0178**	**5.4000e-004**	**0.0183**		**64.5355**	**64.5355**	**3.4500e-003**		**64.6079**

3.6 Paving - 2018

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	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635		2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.0904					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.7018**	**17.1628**	**14.4944**	**0.0223**		**0.9386**	**0.9386**		**0.8635**	**0.8635**		**2,245.2695**	**2,245.2695**	**0.6990**		**2,259.9481**

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	0.0560	0.0765	0.7976	2.0600e-003	0.1677	1.4700e-003	0.1691	0.0445	1.3600e-003	0.0458		161.3388	161.3388	8.6200e-003		161.5197
Total	**0.0560**	**0.0765**	**0.7976**	**2.0600e-003**	**0.1677**	**1.4700e-003**	**0.1691**	**0.0445**	**1.3600e-003**	**0.0458**		**161.3388**	**161.3388**	**8.6200e-003**		**161.5197**

3.6 Paving - 2018

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	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635	0.0000	2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.0904					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.7018**	**17.1628**	**14.4944**	**0.0223**		**0.9386**	**0.9386**		**0.8635**	**0.8635**	**0.0000**	**2,245.2695**	**2,245.2695**	**0.6990**		**2,259.9481**

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	0.0560	0.0765	0.7976	2.0600e-003	0.1677	1.4700e-003	0.1691	0.0445	1.3600e-003	0.0458		161.3388	161.3388	8.6200e-003		161.5197
Total	**0.0560**	**0.0765**	**0.7976**	**2.0600e-003**	**0.1677**	**1.4700e-003**	**0.1691**	**0.0445**	**1.3600e-003**	**0.0458**		**161.3388**	**161.3388**	**8.6200e-003**		**161.5197**

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	1.8047	5.3981	20.5039	0.0544	3.7310	0.0799	3.8109	0.9977	0.0736	1.0713		4,514.5189	4,514.5189	0.1792		4,518.2819
Unmitigated	1.8047	5.3981	20.5039	0.0544	3.7310	0.0799	3.8109	0.9977	0.0736	1.0713		4,514.5189	4,514.5189	0.1792		4,518.2819

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Single Family Housing	343.08	362.88	315.72	1,168,666	1,168,666
Single Family Housing	142.95	151.20	131.55	486,944	486,944
Total	486.03	514.08	447.27	1,655,610	1,655,610

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
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.531767	0.058060	0.178534	0.124864	0.038964	0.006284	0.016861	0.033134	0.002486	0.003151	0.003685	0.000540	0.001671

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0435	0.3719	0.1583	2.3700e-003		0.0301	0.0301		0.0301	0.0301		474.7973	474.7973	9.1000e-003	8.7000e-003	477.6868
NaturalGas Unmitigated	0.0435	0.3719	0.1583	2.3700e-003		0.0301	0.0301		0.0301	0.0301		474.7973	474.7973	9.1000e-003	8.7000e-003	477.6868

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					
Single Family Housing	1186.99	0.0128	0.1094	0.0466	7.0000e-004		8.8400e-003	8.8400e-003		8.8400e-003	8.8400e-003		139.6463	139.6463	2.6800e-003	2.5600e-003	140.4961
Single Family Housing	2848.78	0.0307	0.2625	0.1117	1.6800e-003		0.0212	0.0212		0.0212	0.0212		335.1510	335.1510	6.4200e-003	6.1400e-003	337.1907
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0435**	**0.3719**	**0.1583**	**2.3800e-003**		**0.0301**	**0.0301**		**0.0301**	**0.0301**		**474.7973**	**474.7973**	**9.1000e-003**	**8.7000e-003**	**477.6868**

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					
Single Family Housing	2.84878	0.0307	0.2625	0.1117	1.6800e-003		0.0212	0.0212		0.0212	0.0212		335.1510	335.1510	6.4200e-003	6.1400e-003	337.1907
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1.18699	0.0128	0.1094	0.0466	7.0000e-004		8.8400e-003	8.8400e-003		8.8400e-003	8.8400e-003		139.6463	139.6463	2.6800e-003	2.5600e-003	140.4961
Total		**0.0435**	**0.3719**	**0.1583**	**2.3800e-003**		**0.0301**	**0.0301**		**0.0301**	**0.0301**		**474.7973**	**474.7973**	**9.1000e-003**	**8.7000e-003**	**477.6868**

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	4.8214	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231	0.0000	7.5827	7.5827	7.5300e-003	0.0000	7.7408
Unmitigated	4.8214	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231	0.0000	7.5827	7.5827	7.5300e-003	0.0000	7.7408

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5548					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.1358					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1309	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231		7.5827	7.5827	7.5300e-003		7.7408
Total	**4.8214**	**0.0492**	**4.2404**	**2.2000e-004**		**0.0231**	**0.0231**		**0.0231**	**0.0231**	**0.0000**	**7.5827**	**7.5827**	**7.5300e-003**	**0.0000**	**7.7408**

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	0.5548					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	4.1358					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1309	0.0492	4.2404	2.2000e-004		0.0231	0.0231		0.0231	0.0231		7.5827	7.5827	7.5300e-003		7.7408
Total	**4.8214**	**0.0492**	**4.2404**	**2.2000e-004**		**0.0231**	**0.0231**		**0.0231**	**0.0231**	**0.0000**	**7.5827**	**7.5827**	**7.5300e-003**	**0.0000**	**7.7408**

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 Vegetation

Chattel, Inc. | Historic Preservation Consultants

Memorandum

DATE April 4, 2016

TO Lambert Giessinger
Office of Historic Resources

FROM Robert Chattel, AIA, President
Christine Mathieson, Associate
Chattel, Inc.

RE Canoga Mission Gallery, 23130 W. Sherman Way and Planned Residential Development, 23200 W. Sherman Way, (West Hills) Los Angeles, California
Impacts Analysis for Proposed Development

Introduction

This memorandum evaluates impacts of developing one parcel at 23200 Sherman Way in the West Hills neighborhood of Los Angeles, California (subject property). The proposed development is for 15 two-story single-family detached homes on the 1.94 acre parcel. The subject property is adjacent to City of Los Angeles Historic-Cultural Monument (HCM) No. 135, the Canoga Mission Gallery, located at 23130 W. Sherman Way. Canoga Mission Gallery (historic building) is a 1930s stable that was converted to its current gallery use in 1964; it is a historical resource for purposes of California Environmental Quality Act (CEQA) review.

This memorandum documents compliance with Mitigation Measure V.10 of a previous project proposed for the subject property involving development of an elder care facility. The previous project, which is now the subject of litigation, was reviewed in a Mitigated Negative Declaration (MND) and the mitigation measure was intended to address impacts on cultural resources, requiring that plans conform with the *Secretary of the Interior's Standards for the Treatment of Historic Properties (Secretary's Standards)*. The current proposed project is being submitted as a viable alternative, subject to the outcome of the litigation.

Projects in conformance with the *Secretary's Standards* are generally considered mitigated to a less than significant level or exempt under CEQA. Included is a review of the architectural plans, dated March 6, 2016, prepared by Ken Stockton (Exhibit A), as well as the engineering plans, dated March 4, 2016, prepared by Forma Engineering Inc. (Exhibit B), and preliminary landscape plan prepared by Susan E. McEowen (Exhibit C), finding the plans in conformance with the *Secretary's Standards*, meeting the requirements of an anticipated mitigation measure in a subsequent MND.

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Historic Context

The Canoga Mission Gallery was constructed originally as a stable sometime between 1934-1936 as part of a 250-acre celebrity ranch owned by Francis Lederer, a prominent silent film actor. Lederer purchased the San Fernando Valley ranch in 1936 and made a number of improvements to the land that included construction of a private residence as well as the stable now known as the Canoga Mission Gallery.

Francis Lederer

Francis Lederer was a well-known silent film actor who later became wealthy from his real estate holdings in the western San Fernando Valley.[1] Lederer, born Frantisek Lederer, was born in Prague, Czechoslovakia, on November 6, 1899.[2] He became famous in Europe after World War I for his roles in a number of silent films, including "Maman Colibiri" and "Pandora's Box," the latter of which was said to be one of the "greatest films of the silent era."[3] Lederer was a household name by the time he left Europe to take on a number of Broadway roles before eventually settling in Los Angeles where he appeared in movies as well as on television.[4]

Lederer eventually retired from acting to pursue other interests. He was described as joining the ranks of a number of Hollywood performers who had become "gentlemen farmers" when he purchased a 250-acre ranch in the San Fernando Valley in 1936.[5] The *Los Angeles Times* described his intentions to improve the lot by building a "roomy ranch house" to make his home away from Hollywood.[6] Soon after purchasing the ranch Lederer planted cabbages, then later grapes, alfalfa, and even apricot trees.[7] His stable on the property, now known as the Canoga Mission Gallery, included horses, cows, chickens, and dogs, all animals necessary for a "complete rancho."[8]

Lederer also remained in the media for other reasons. In 1940, John L. Leech, a member of a California-based communist organization, identified Lederer as sympathetic to the communist cause.[9] Lederer, along with a number of other Hollywood stars, including Louise Rainer and Franchot Tone, voluntarily appeared before a House of Representatives committee to deny these claims and have their names exonerated.[10] In 1957, Lederer founded the American National Academy of Performing Arts in Studio City, where he taught a weekly actors' workshop.[11] He also had a brief stint in politics and, after being honorary mayor of Canoga Park for eight years, was appointed by City of Los Angeles Mayor, Sam Yorty, as a Department of Recreation and Parks Commissioner.[12] Although this was his first official role within the city, Lederer had previously held posts on a number of boards focused on issues relating to the San Fernando Valley, including the Valley Teen Center, Valley State College (now California State University, Northridge) Arts Council, and the Woodland Hills Coordinating Council. His role as a commissioner was not without controversy and his vocal disapproval of other commissioners

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[1] "Francis Lederer; Suave Character Actor Taught Others," *Los Angeles Times*, May 27, 2000.
[2] Ibid
[3] Ibid
[4] Ibid
[5] Kendall Read, "Around and About in Hollywood," *Los Angeles Times*, May 14, 1936, A8.
[6] Ibid
[7] Ibid
[8] Ibid
[9] "Dies gives film stars clean bill," *Los Angeles Times*, Aug. 28, 1940, A1.
[10] Ibid
[11] "Francis Lederer; Suave Character Actor Taught Others," *Los Angeles Times*, May 27, 2000.
[12] "Lederer fascinated by culture, plans to avoid political power," Los Angeles Times, Jan. 7, 1968, SF A1.

eventually prompted Yorty to fire Lederer.[13]

Later in life, Lederer remained in the spotlight, not for his status as a Hollywood star, but for his controversial actions and public statements. While serving on the board of trustees for the Motion Picture Country Home and Hospital in Woodland Hills, Lederer was unhappy with the manner in which his recent gift of two million dollars was being allocated.[14] He made a public announcement to the board that his estate, valued at 17 million dollars, would no longer be donated to the hospital after his death and cited his disapproval of the board's actions, including their process for hiring new members, keeping of minutes, and support of a recent Screen Actors Guild strike.[15] Lederer continued to be iconoclastic in his later years; during a resolution put forth by the City of Los Angeles celebrating his work in Hollywood and the civic arena, he said the secret of longevity "is to live a long time."[16] In 2000, Lederer passed away at the age of 100.

Canoga Mission Gallery

The Canoga Mission Gallery was originally constructed by Lederer as a stable for his 250-acre "gentlemen ranch" in the San Fernando Valley. Lederer commissioned the building to be constructed using the same materials as his ranch house up the hill–from stone said to be quarried on the ranch (Lederer's ranch house is also a designated HCM and is located northwest of the subject property). Because of his fascination with California history, Lederer wanted his ranch to reflect the era of the Spanish missions and later claimed the ranch house could be of value to scholars as a reproduction of mission architecture.[17] His fascination with the early history of California is seen in architectural elements of the Canoga Mission Gallery, with its mission style parapet, roof and extended loggia on one side of the building.

Lederer eventually divided up his ranch and although he had been made wealthy through his real estate ventures, he lamented the development and suburbanization of the San Fernando Valley.[18] Lederer's 250-acre ranch was still intact in 1960, but by 1968 his ranch house sat on less than 20 acres.[19] At some point Sherman Way was also constructed between the ranch house and the Canoga Mission Gallery.

After Lederer no longer required a stable for his horses, sculptor David Brockman was given permission to convert it into an art gallery in 1964. Brockman ran the gallery with John Naftzger until his death in 1966.[20] On June 18, 1967, Lederer's wife, Marion Lederer, along with Jody Hutchison and Mary and Obdulio Galeana, took over operations and opened the Canoga Mission Gallery, a non-profit art center exhibiting the work of artists from around the world.[21]

In 1974, the Canoga Mission Gallery was declared HCM No. 135 (Exhibit D: Figures 1-2).[22] During the nomination process, a member of the City of Los Angeles Cultural Heritage Board

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[13] "Francis Lederer; Suave Character Actor Taught Others," *Los Angeles Times*, May 27, 2000.
[14] "Ex-actor cancels $17-million bequest to motion picture home," Los Angeles Times, Aug. 27, 1982, SD A13.
[15] Ibid
[16] "Francis Lederer; Suave Character Actor Taught Others," *Los Angeles Times*, May 27, 2000.
[17] "Atop Canoga Park Hill: Ex-film idol offers to will his Mission-type home to public," *Los Angeles Times*, Aug, 7, 1963, B9.
[18] Jack Smith, "Francis Lederer owns largest valley estate: actor sees San Fernando suburbia closing in on mission," Los Angeles Times, Oct. 2, 1960, I1.
[19] "Lederer fascinated by culture, plans to avoid political power," Los Angeles Times, Jan. 7, 1968, SF A1.
[20] The gallery's as good as the art within!," *Los Angeles Times*, Oct. 29, 1972, N61.
[21] "Canoga Mission Gallery" HCM nomination file.
[22] Ray Herbert, "L.A. List of Monuments Expands," *Los Angeles Times*, Dec. 15, 1974, 23.

now called the Cultural Heritage Commission) remarked that the stable, "was not a copy, but a 'paraphrase' of Spanish colonial architecture."[23] Media surrounding the nomination of the property mentioned Lederer's fascination with California history and passion for collecting antiquities that led him and his wife to open the gallery.[24] While the subject property no longer operates as a gallery *per se*, it still retains integrity from its original use as a stable and maintains a connection with the arts, functioning as an art and handicraft boutique.

Description of Subject Property

The subject property is largely unimproved, with a number of pepper and palm trees dotting the area, and wild grass interspersed with a number of wire fences (Exhibit D: Figure 11). It retains a rustic, rural character without concrete curbs and gutters, and sparse plantings.

Description of Canoga Mission Gallery

Canoga Mission Gallery sits on a small parcel of land located immediately north of the subject property. It is a two-story building with a primary façade three bays wide underneath a peaked terra-cotta tile roof that follows the line of a curved Mission style parapet (Exhibit D: Figure 4). The center bay contains an arched doorway with a large wood door on the ground floor and a smaller arched opening on the second floor. The center bay is flanked on both sides by two wide arched openings; although the building appears to be symmetrical, in plan it is revealed that only the right (west) bay extends to contain a large open loggia, or breezeway, while the left (east) bay is simply an arched opening within a feature wall (Exhibit D: Figures 5-6). The center bay opens to the stables that run symmetrically down the building along a center hall, with six stables on each side (Exhibit D: Figures 14-15). The second floor is an attic space, visible from the exterior by a small interruption in the roof line, and was presumably used historically for hay storage (Exhibit D: Figure 13).

Materials of the stable are largely the blocks of stone reportedly quarried on site and filled with a rough weeping mortar, giving the entire building a rustic appearance (Exhibit D: Figure 10). Stonework features careful delineation of arches, and in some areas, such as along the curved roof parapet, smaller bricks are used to give a slight emphasis to the roofline. Other elements, such as the terra cotta tile roof, contribute to the building's character.

The current tenant has made some improvements to the parcel, including installation of a few gates and support structures, and maintenance of a small garden immediately adjacent to the west elevation of the Canoga Mission Gallery. A wood split rail fence with stone pilasters runs along the southern boundary of the Canoga Mission Gallery, at times crossing the lot line onto the subject property (Exhibit D: Figures 6, 7, 11). The fences appear to be original and were likely built to serve as corral spaces for ranch animals; material of the pilasters matches stone used on the Canoga Mission Gallery.

Statement of Significance

Canoga Mission Gallery is a designated HCM[25] although the HCM nomination did not include an explanation of significance, current evaluation provides that Canoga Mission Gallery is

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[23] Ibid
[24] Ibid
[25] The HCM nomination also defines the boundary of the property as limited to Assessor's Parcel Number (APN) 2026-001-018.

significant for two associations: as an example of Spanish Colonial Revival style and as an example of a San Fernando Valley "gentlemen ranch." The building's low sculptural forms, close tie to the land, and use of simple details and limited materials reflect architectural historian David Gebhart's description of Spanish Colonial Revival architecture. Gebhart states that the style entails "sculptural volumes, closely attached to the land, whereby the basic form of the building [is] broken down into separate smaller shapes, which informally spread themselves over the site. Detailing, both within and without, [is] simple; and the number of materials employed [is] severely limited."[26]

The Canoga Mission Gallery is also significant for its association with Francis Lederer as a support building to his "gentlemen ranch." A Cultural Landscape Report prepared for the Oakridge Estate, a similar celebrity ranch also located in the San Fernando Valley, provides a description of these ranches:

> A typical "celebrity ranch" of the period could be anywhere from five to thirty-five acres with some being much larger. In addition to the agricultural and livestock raising activities of a ranch, these properties also incorporated large homes, landscaped grounds, tennis courts and swimming pools associated with the Hollywood lifestyle. Architectural styles mirrored the eclectic tastes of the motion picture community. Actor Francis Lederer built an ornate and sprawling Spanish hacienda on his ranch west of Canoga Park.[27]

Although the acreage of Lederer's ranch has since given way to suburban development, the original function of the Canoga Mission Gallery as a stable reflects the working aspect of these celebrity ranches as real farms as well as being lavish estates. The period of significance is the date of construction, between 1934 and 1936.

Character Defining Features

The following is a list of character defining features that communicate the significance of Canoga Mission Gallery from its period of significance (1934-1936):

- Rural nature of the landscape immediately adjacent to the Canoga Mission Gallery, including the wood split rail fence with stone pilasters that were once part of a fencing system for the property
- Decorative details that reflect the Spanish Colonial Revival style of architecture, such as decorative parapet, terra cotta tile roof
- Open loggia along the west elevation
- Material colors and rustic cut of the stone and bricks with weeping mortar used to construct buildings and other landscape features

Project Description

This memorandum is a follow up to an earlier one dated November 12, 2012, which was for a previously proposed elder care facility with detailed landscape plan that was to be constructed on the subject property. This previous project did not move forward, and the current project is the proposed new 15 single-family home development to be constructed on the parcel adjacent to the Canoga Mission Gallery. References to home and lot numbers corresponds to the architectural plans dated March 6, 2016 prepared by Ken Stockton (Exhibit A).

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[26] David Gebhard, "The Spanish Colonial Revival in Southern California (1895-1930)," *The Journal of the Society of Architectural Historians*, vol. 26, no. 2 (1967): 137-138.

[27] *The Cultural Landscape of Oakridge*, (Los Angeles, CA: Historic Resources Group, 2005), 6.

The proposed development begins to the south of the Canoga Mission Gallery property, abutting Woodlake Avenue. Currently, Woodlake Avenue is unimproved, but is proposed to be improved between W. Sherman Way and Bell Creek, a channelized waterway located south of the subject property. Improvements to Woodlake Avenue include the construction of a curb and gutter system along the street. The parcel to the east of Woodlake Avenue, between the Canoga Mission Gallery property and Bell Creek is the section of concern for this memo, however the development also includes property to the west of Woodlake Avenue that will not be evaluated here. The plans for the area to the east of Woodlake Avenue and directly south of the Canoga Mission Gallery property show that there will be 15 single family two-story homes constructed on the subject property.

There are two private drives to the east side of Woodlake Avenue to access the houses. Five homes directly abut the Canoga Mission Gallery parcel and are of highest importance for review. The overall height of proposed homes was reduced from approximately 27 feet to not to exceed 25 feet, and the grade of home lots adjacent to the Canoga Mission Gallery parcel was lowered to further reduce apparent height. These refinements reduced mass, scale and proportion of the new homes in relation to the Canoga Mission Gallery. The house on lot #1 will be turned to face Woodlake Avenue, allowing an open space on the corner of this property that is not enclosed by fencing to the lot line. The other four houses will face the private drive and the rear elevations will face the Canoga Mission Gallery. Variations to the rear elevations were also employed: variations to roof lines, the addition of side and rear pop out elements to give the new houses a more varied appearance.

The new slumpstone wall that is to be constructed has been reduced in height from the standand 6 feet to a more appropriate approximately 5 foot wall at the property lines along the Canoga Mission Gallery property. The slumpstone wall has been stepped in height to accommodate variations in grade on lots #1-5. Additionally, adjustments to the slumpstone wall's placement were made at lot #2, and small portions of lots #1 and 3, stepping it back one foot-four inches to the south, to accommodate the Canoga Mission Gallery's wood split-rail fence with stone pilasters that extends in over the parcel line into the subject property. Because the fence has been identified as a character-defining feature of the Canoga Mission Gallery and thus was important that it be retained. The areas noted as remainder the 8,750 square feet remainder portion of land that directly abuts the Canoga Mission Gallery property and is closest to the building, to the northeast of lot #5 (Exhibit A, Sheet A1.2), will be left undeveloped.

The 15 homes proposed for construction on the subject property will all be variations on the Spanish Colonial Revival style. They will feature varying color schemes and terra cotta tile roof colors (Exhibit A, Sheet E1.1). There will be variation in stone, brick, stucco, and architectural elements. Extant trees along the proposed houses and the Canoga Mission Gallery property line will remain and additional trees will be planted within each of the individual properties. The preliminary landscape plan (Exhibit C) shows that trees will be planted on the south elevations of lots #1-5 that face the Canoga Mission Gallery. The trees on lots #5 and 2 are Crape Myrtles, on lots #1 and 4 there are African Sumac, and the tree on lot #3 is a Strawberry tree.

Extensive measures to mitigate the impact of the new housing development were undertaken since the previous plans were developed. Initially it was proposed to relocate the historic pilasters onto the Canoga Mission Gallery property, but they will be retained and preserved in *situ* or in place. Other changes included: turning the house on lot #1 and lowering the grade so that all of the houses that abut the Canoga Mission Gallery property are not to exceed 25 feet

high. The corner of the proposed house on lot #1 was opened up to wrap around and leave the corner open rather than fenced to the lot line. House plans were originally a combination of American Colonial Revival and Spanish Colonial Revival, but were changed to all be a variation on the more contextually appropriate Spanish Colonial Revival. Variations to the rear elevations were also employed: variations to roof lines, the addition of side and rear pop out elements to give the new houses a more varied appearance. Additionally, there will be variation in color schemes and terra cotta roofing of varying colors on the 15 houses. The backyard walls of the houses that abut the Canoga Mission Gallery property have been lowered from the standard 6 feet to the more appropriate 5 feet, which will aid in tying in the historic property with the subject property and avoiding a walled-off feeling. Existing trees in this area will be retained and additional trees will be planted within the individual housing lots that abut the Canoga Mission Gallery parcel. The new slumpstone wall will echo the existing pilaster's shadow line with a slumpstone cap. Using smaller scaled block (4x6 inches) was also recommended and will be employed.

Impacts Analysis – *Compliance with Mitigation Measure V.10*

Mitigation Measure V.10 of the MND is generally consistent with the Secretary's Standards for Rehabilitation (*Secretary's Standards*). The following analysis describes how the plans meet the requirements of Mitigation Measure V.10 and is therefore in conformance with the *Secretary's Standards.*

1. *Environmental Impacts may result from the project implementation due to impacts on a City Designated Historic-Cultural Monument located on the project site. However, the potential impact will be mitigated to a less than significant level through compliance with the Secretary of the Interior's Standards for Historical Resources by the following measures:*

   The plans are found in conformance with the *Secretary's Standards* for the reasons outlined in this analysis.

2. *Prior to the issuance of any permit, the project shall obtain clearance from the Department of Cultural Affairs for the proposed work.*

   Rather than submit this memorandum to Department of Cultural Affairs, the proposed project is more appropriately reviewed by the Office of Historic Resources in the Department of City Planning.

3. *A property shall be used for its historic purpose or be placed in a new use that requires minimal change to defining characteristics of the building and its site and environment.*

   The plans comply with the above stipulation, as it does not change use of Canoga Mission Gallery.

4. *The historic character of a property will be retained and preserved. The removal of historical material or alteration of features and spaces shall be avoided.*

   The plans comply with the above stipulation, as the rural nature of the Canoga Mission Gallery will not be adversely affected by the construction of the new homes. Measures have been taken to create a gradual transition between the

two parcels that reflects the rural setting. The extant stone pilasters and wood split rail fence have been retained and preserved in place. The design of the houses is in keeping with the feeling and design of the historic building by referencing its Spanish Colonial Revival style in a more contemporary, restrained fashion. Existing trees on the subject property will be retained, and additional trees will be planted so that there is a natural buffer between subject property and the Canoga Mission Gallery parcel.

5. *Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic buildings, shall not be undertaken.*

   The plans do not include any work on the Canoga Mission Gallery.

6. *Most properties change over time; those changes that have acquired significance in their own right shall be retained and preserved.*

   Stipulation does not apply as there do not appear to be changes to the property that have taken on significance over time.

7. *Distinctive features, finishes and construction techniques ore examples of skilled craftsmanship which characterize and historic property shall be retained.*

   The plans comply with the above stipulation. The stone pilasters identified as character-defining features will be retained to maintain the rural character of the Canoga Mission Gallery. A new slumpstone wall will be constructed behind the existing historic stone pilasters. The wall height has been reduced from the standard 6 feet to 5 feet, which helps to minimize the scale between the historic property and the new development. Additionally, all other distinctive features, finishes and construction techniques will be retained, and not impacted by the plan.

8. *Deteriorated historic features shall be repaired rather than replaced Where the severity of deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.*

   Stipulation does not apply as there are no historic features that require repair.

9. *Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.*

   Stipulation does not apply as no chemical or physical treatments for cleaning are proposed.

10. *Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.*

Stipulation does not apply, as encountering archeological resources is not anticipated.

Conclusion

The plans that are the subject of this review are in conformance with the *Secretary's Standards* and therefore will not cause a substantial adverse change to the significance of the adjacent Canoga Mission Gallery.

Attachments

Exhibit A: Architectural Plans, dated 3/6/2016 Sheets A1.2, A2.0-A2.4, E1.1 Ken Stockton Architects, Inc.

Exhibit B. Engineering Plans, dated 3/4/2016. Sheet 1 of 2: Vesting Tentative Map and Sheet 2 of 2: Preliminary Grading Plan, Forma Engineering Inc.

Exhibit C: Preliminary Landscape Plan, Susan E. McEowen

Exhibit D: Historic and Contemporary Photographs

Exhibit A:

Architectural Plans, dated 3/6/2016 Sheets A1.2, A2.0-A2.4, E1.1 Ken Stockton

ARCHITECTURAL SITE PLAN- 15 HOME TRACT

SCALE: 1" =20'-0"

NORTH

LEGAL DESCRIPTION :

Site Address 23200 W SHERMAN WAY
ZIP Code 91307
PIN Number 183B093 247
Lot/Parcel Area (Calculated) 84,380.5 (sq ft)
Thomas Brothers Grid PAGE 529 - GRID G6
Assessor Parcel No. (APN) 2026-001-135
Tract TR 10060
Map Reference M B 13-23 (SHT 23)
Block None
Lot PT 10056
Arb (Lot Cut Reference) 1
Map Sheet 183B093
Map Sheet 183B097

DENSITY TABULATION :

PARCEL :
LOT AREA 84,709 SQ. FT. (1.94 AC)
MERGER = 651 SQ. FT.
DEDICATIONS = 0.0 SQ. FT.
GROSS AREA= 83,360 SQ. FT. (1.959 AC)

15 HOMES TOTAL ON PARCEL
3,055.5 SQ. FT. / UNIT

PARKING TABULATION :

2 COVERED SPACES PER HOME REQUIRED PLUS ½ SPACE PER HOME FOR GUESTS:

2 X 15 = 30 SPACES COVERED
0.25 X 15 = 4 SPACES FOR GUEST

PARKING PROVIDED:

2 SPACES PER HOME COVERED = 30 SPACES
GUEST SPACES PROVIDED = 19 SPACES

PRELIMINARY ONLY

OWNER:
SHERMAN WAY-WEST HILLS PARTNERS, LLC
22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

PROJECT NAME:
WEST HILLS VILLAGE
15 SINGLE FAMILY HOMES
7000 WOODLAKE AVEUE
WEST HILLS, CA
TENTATIVE TRACT #73814

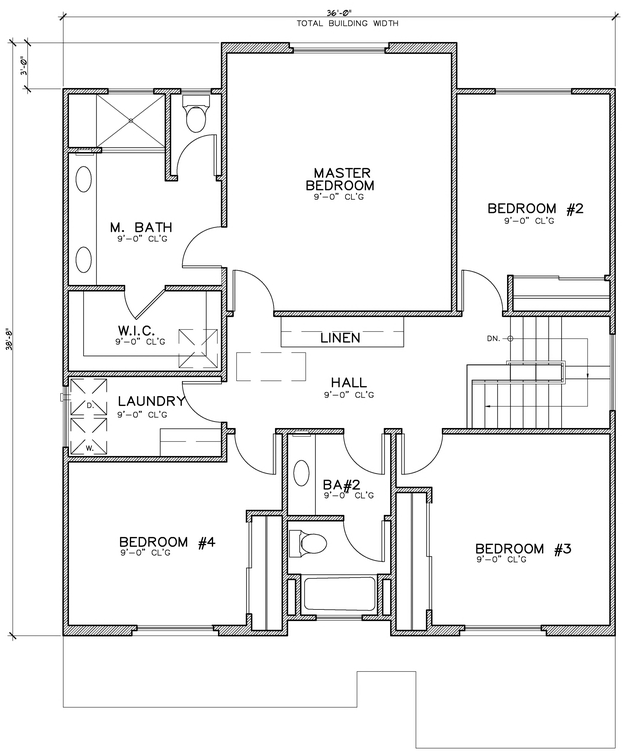
ARCHITECTURAL SITE PLAN

REVISIONS:	
DRAWN:	
DATE:	03/06/16
PLAN CHK:	
PERMIT:	

KEN STOCKTON
ARCHITECTS, INC / A.I.A.
26500 W. AGOURA ROAD, PMB# 663, CALABASAS, CA. 91302
(818) 888-9443 FAX: (818) 889-9604

LICENSED ARCHITECT
KEN STOCKTON
NO. C19870
EXP. 1-31-17
STATE OF CALIFORNIA

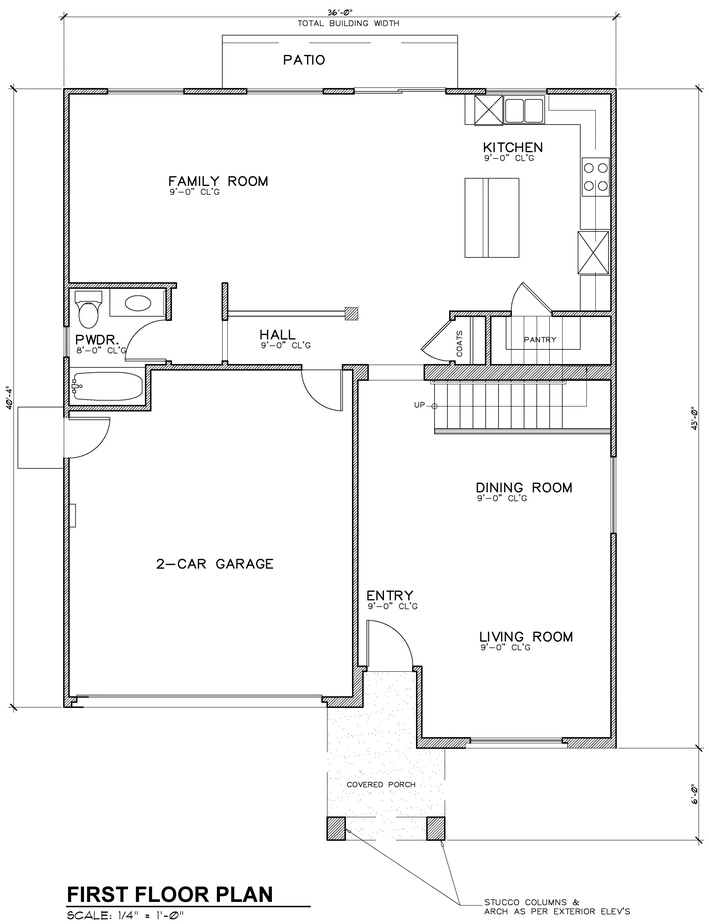
SHEET NO.
A1.2



SECOND FLOOR PLAN

SCALE: 1/4" = 1'-0"

SQ. FTG. TABULATION	
FIRST STORY:	1,078 S.F.
SECOND STORY:	1,277 S.F.
TOTAL FLOOR AREA :	2,355 S.F.



FIRST FLOOR PLAN

SCALE: 1/4" = 1'-0"

PLAN #3 - STD.

PRELIMINARY ONLY

OWNER:
SHERMAN WAY-WEST HILLS PARTNERS, LLC
22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

PROJECT NAME:
WEST HILLS VILLAGE
15 SINGLE FAMILY HOMES
7000 WOODLAKE AVEUE
WEST HILLS, CA
TENTATIVE TRACT #73814

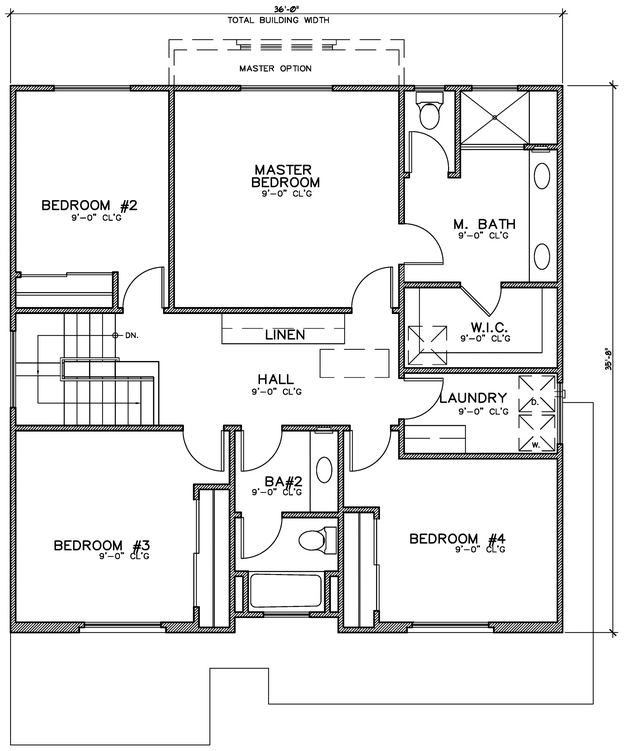
PLAN TYPE #3 STANDARD - FLOOR PLANS

REVISIONS:	
DRAWN:	
DATE:	03/06/16
PLAN CHK:	
PERMIT:	

KEN STOCKTON
ARCHITECTS, INC / A.I.A.
26500 W. AGOURA ROAD, PMB# 663, CALABASAS, CA. 91302
(818) 888-9443 FAX: (818) 888-9604

LICENSED ARCHITECT
KEN STOCKTON
NO. C19870
EXP. 1-31
STATE OF CALIFORNIA

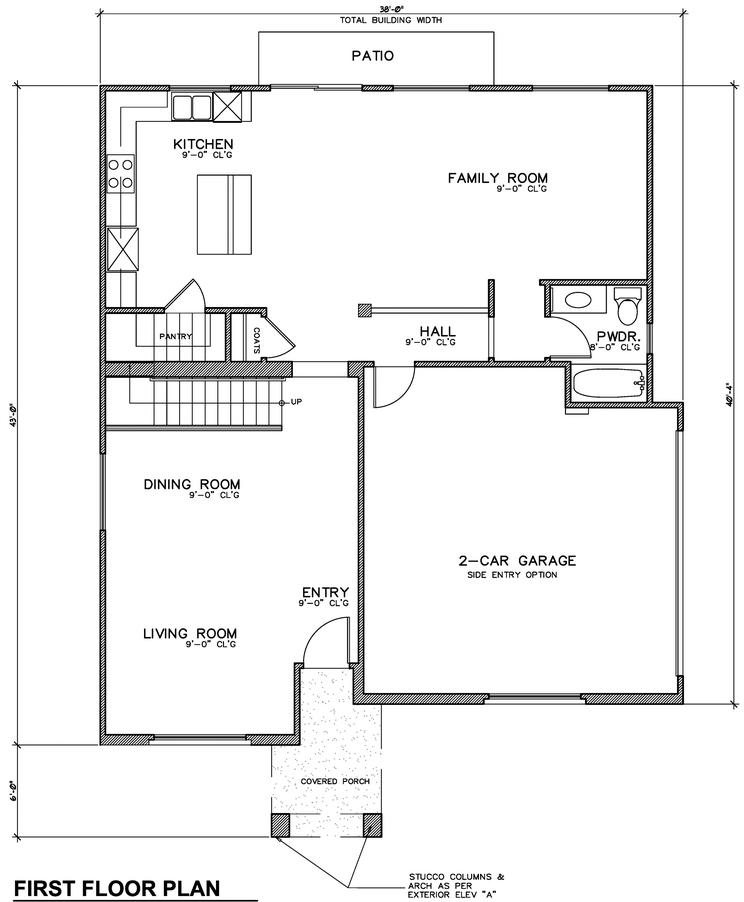
SHEET NO.
A2.0



SECOND FLOOR PLAN

SCALE: 1/4" = 1'-0"

SQ. FTG. TABULATION	
FIRST STORY:	1,078 S.F.
SECOND STORY:	1,277 S.F.
TOTAL FLOOR AREA :	2,355 S.F.



FIRST FLOOR PLAN

SCALE: 1/4" = 1'-0"

PLAN #3 - OPT.

PRELIMINARY ONLY

LICENSED ARCHITECT
KEN STOCKTON
NO. C19870
EXP. 1-31-17
STATE OF CALIFORNIA

OWNER:
SHERMAN WAY-WEST HILLS
PARTNERS, LLC
22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

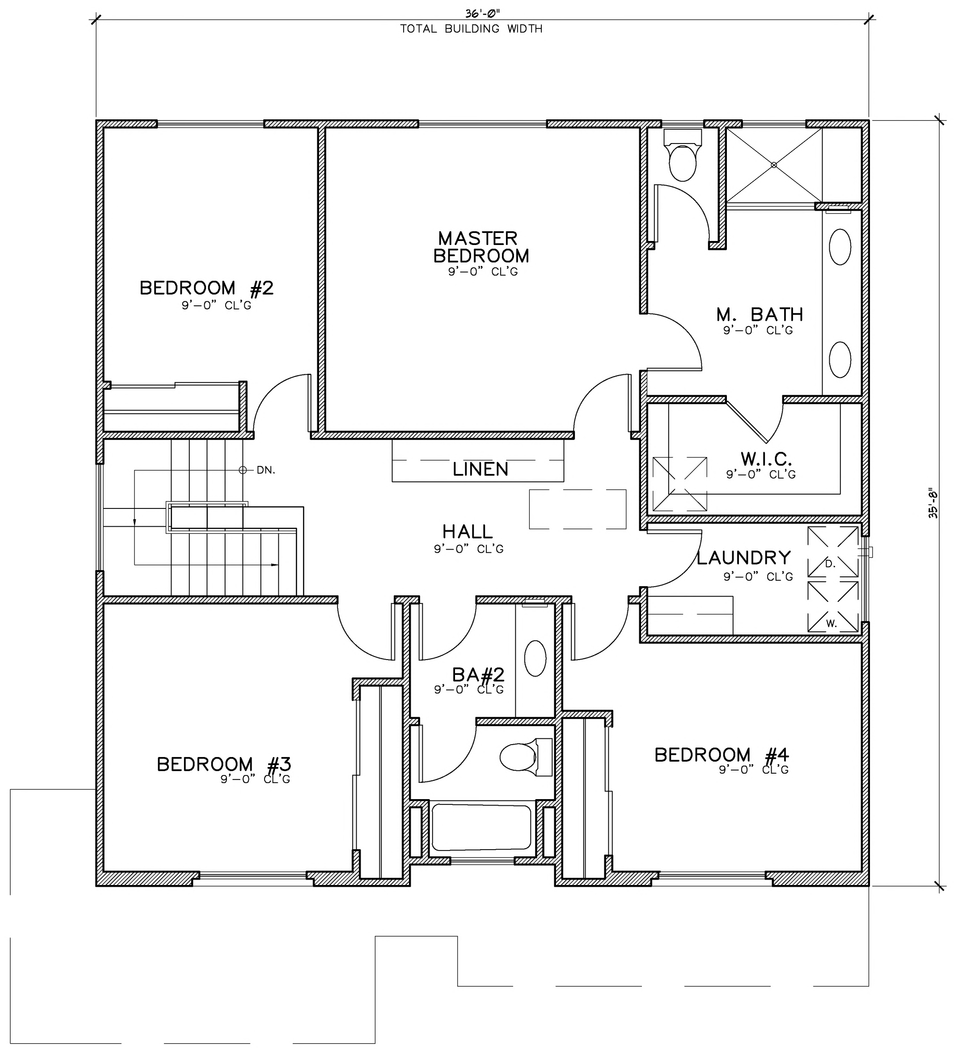
PROJECT NAME:
WEST HILLS VILLAGE
15 SINGLE FAMILY HOMES
7000 WOODLAKE AVENUE
WEST HILLS, CA
TENTATIVE TRACT #73814

PLAN TYPE #3 OPTION - FLOOR PLANS

REVISIONS:	
DRAWN:	
DATE:	03/06/16
PLAN CHK:	
PERMIT:	

KEN STOCKTON
ARCHITECTS, INC / A.I.A.
26500 W. AGOURA ROAD, PMB# 663, CALABASAS, CA. 91302
(818) 888-9443 FAX: (818) 888-9604

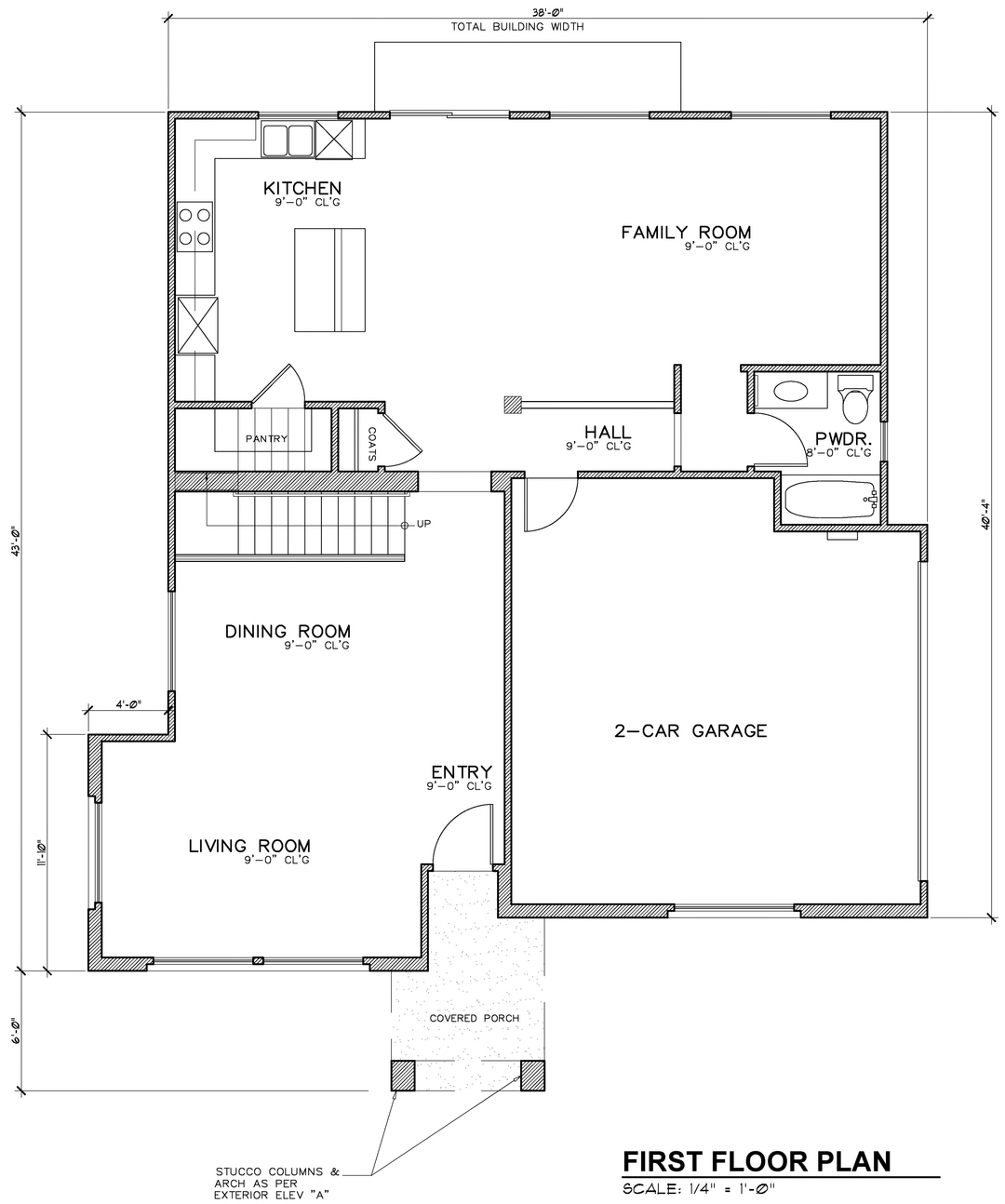
SHEET NO.
A2.0a



SECOND FLOOR PLAN

SCALE: 1/4" = 1'-0"

SQ. FTG. TABULATION	
FIRST STORY:	1,078 S.F.
SECOND STORY:	1,277 S.F.
TOTAL FLOOR AREA :	2,355 S.F.



FIRST FLOOR PLAN

SCALE: 1/4" = 1'-0"

PLAN #3 alt - SE

PRELIMINARY ONLY

LICENSED ARCHITECT
KEN STOCKTON
NO. C19870
EXP. 1-31-17
STATE OF CALIFORNIA

OWNER:
SHERMAN WAY-WEST HILLS
PARTNERS, LLC
22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

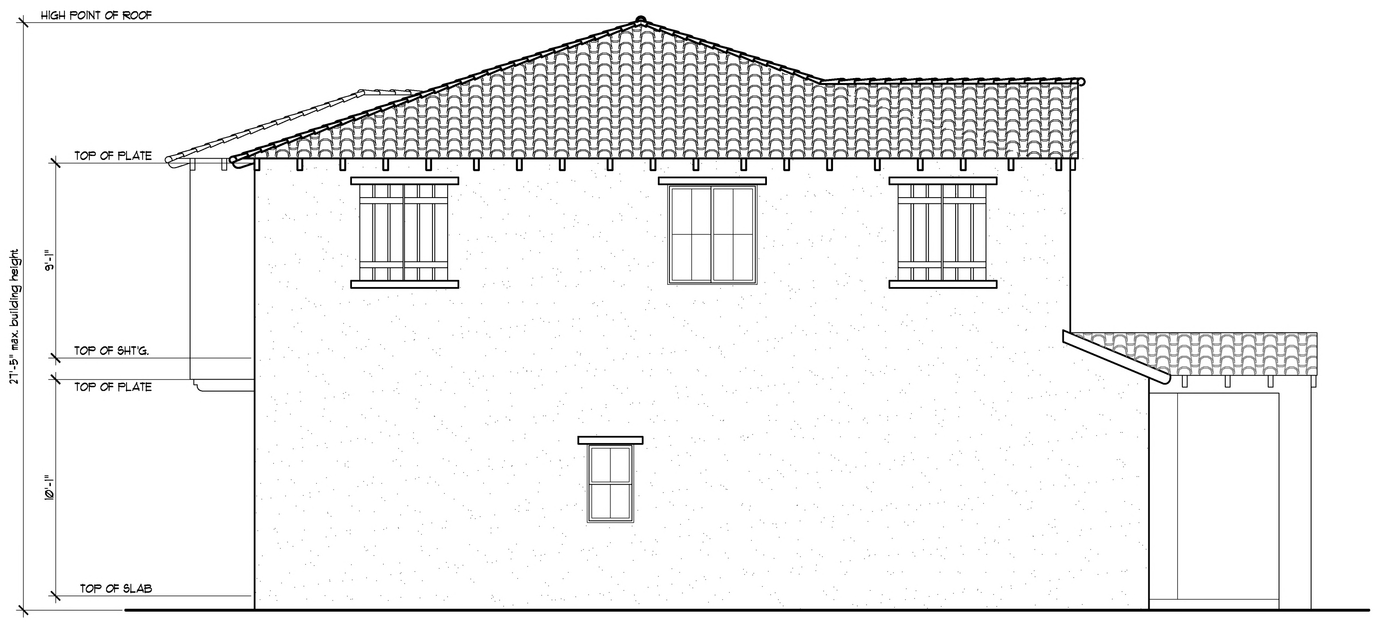
PROJECT NAME:
WEST HILLS VILLAGE
15 SINGLE FAMILY HOMES
7000 WOODLAKE AVENUE
WEST HILLS, CA
TENTATIVE TRACT #73814

PLAN TYPE #3 alt- SE - FLOOR PLANS

DRAWN:	REVISIONS:
DATE:	03/06/16
PLAN CHK:	
PERMIT:	

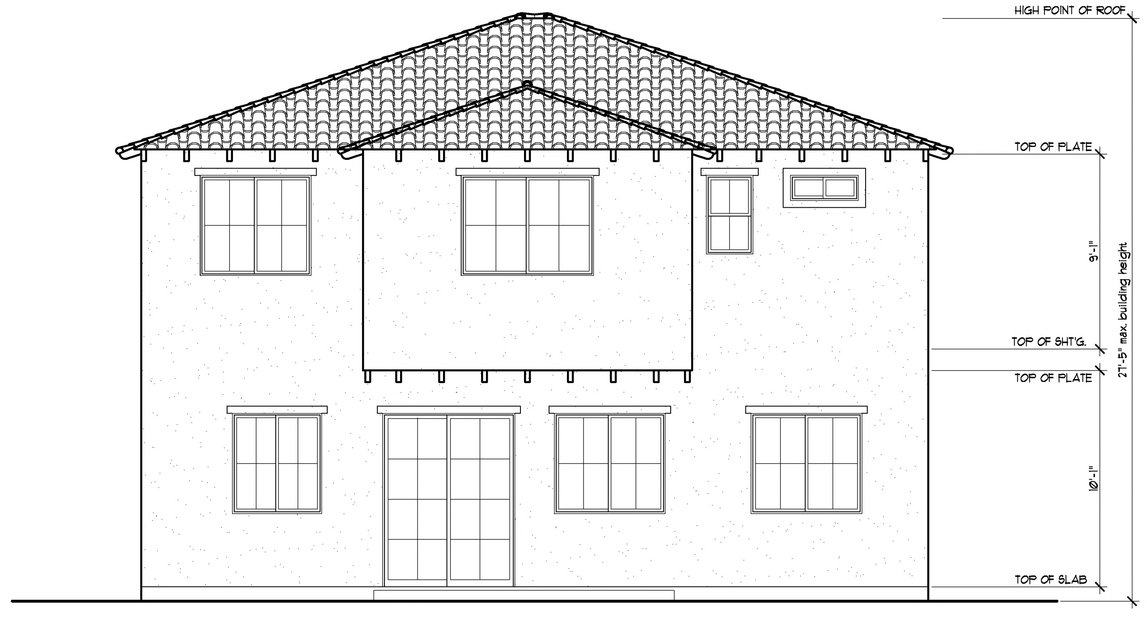
KEN STOCKTON
ARCHITECTS, INC / A.I.A.
26500 W. AGOURA ROAD, PMB# 663, CALABASAS, CA. 91302
(818) 888-9443 FAX: (818) 888-9604

SHEET NO.
A2.1



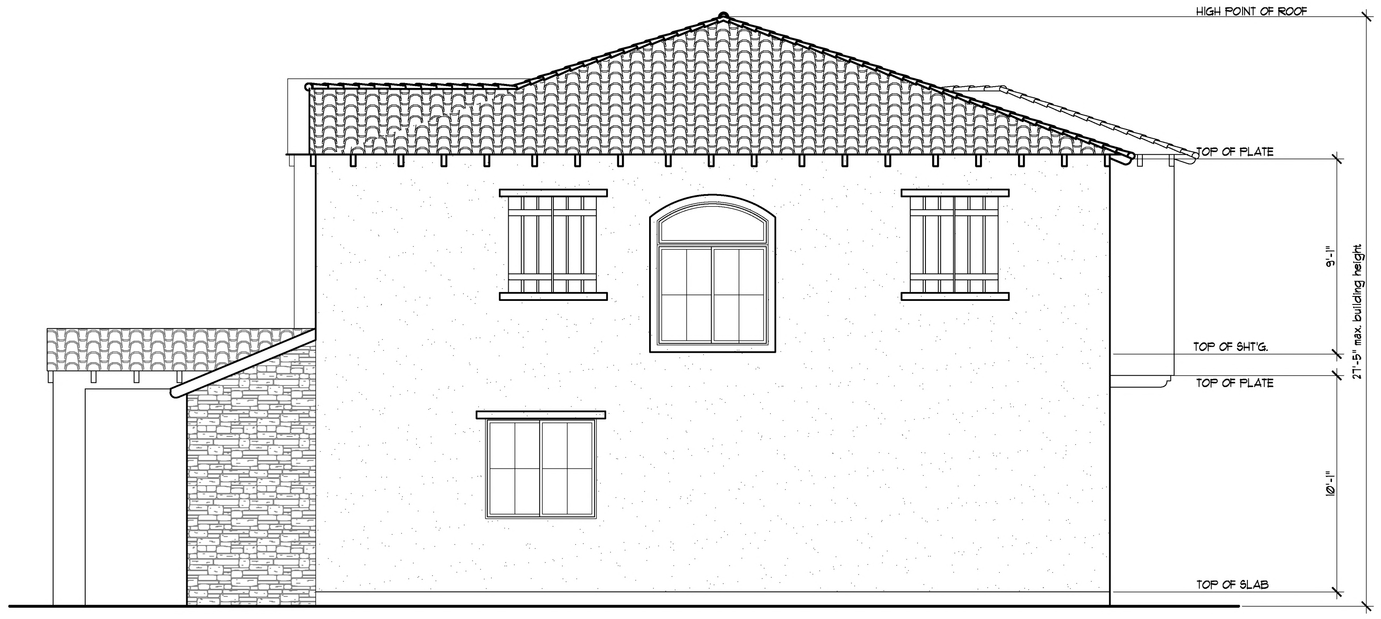
RIGHT SIDE ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT SIDE ELEVATION

SCALE: 1/4" = 1'-0"

FRONT ELEVATION

SCALE: 1/4" = 1'-0"

ELEVATION "A"

LICENSED ARCHITECT
KEN STOCKTON
NO. C19870
EXP. 1-31-17
STATE OF CALIFORNIA

PRELIMINARY ONLY

OWNER:
SHERMAN WAY-WEST HILLS PARTNERS, LLC
22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

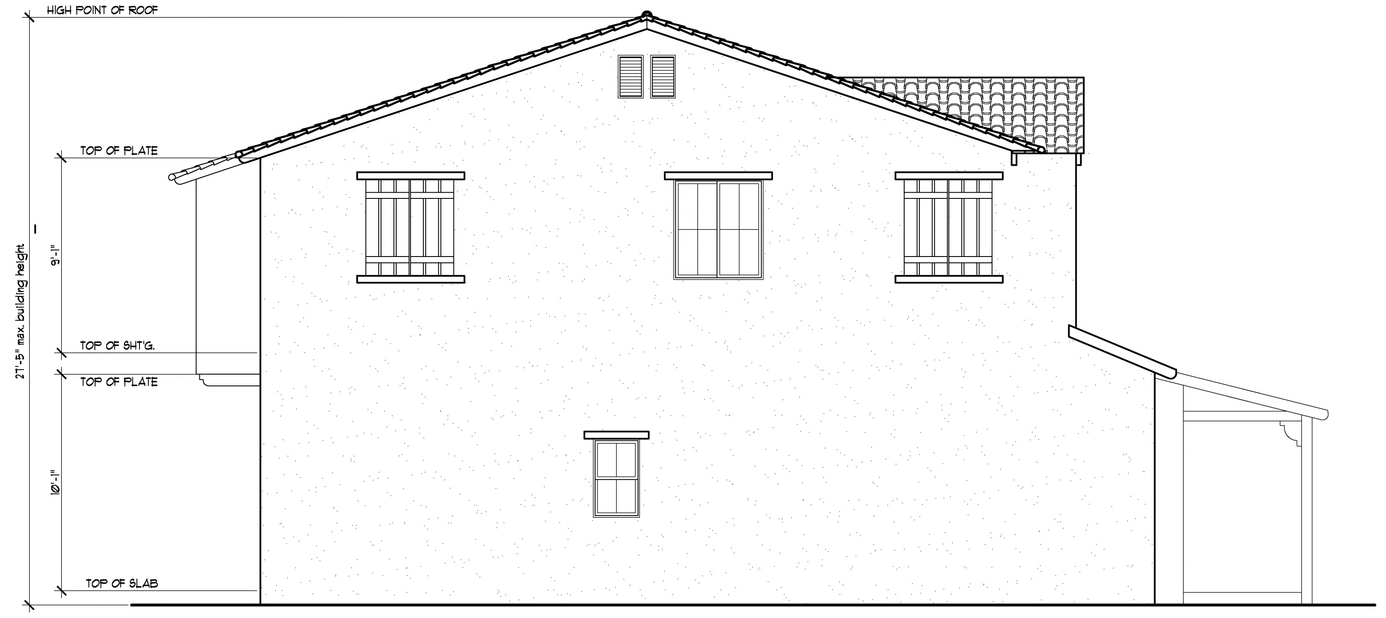
PROJECT NAME:
WEST HILLS VILLAGE
15 SINGLE FAMILY HOMES
7000 WOODLAKE AVENUE
WEST HILLS, CA
TENTATIVE TRACT #73814

PLAN TYPE #3 STD. - ELEVATION "A"

DRAWN:	REVISIONS:
DATE: 03/06/16	
PLAN CHK:	
PERMIT:	

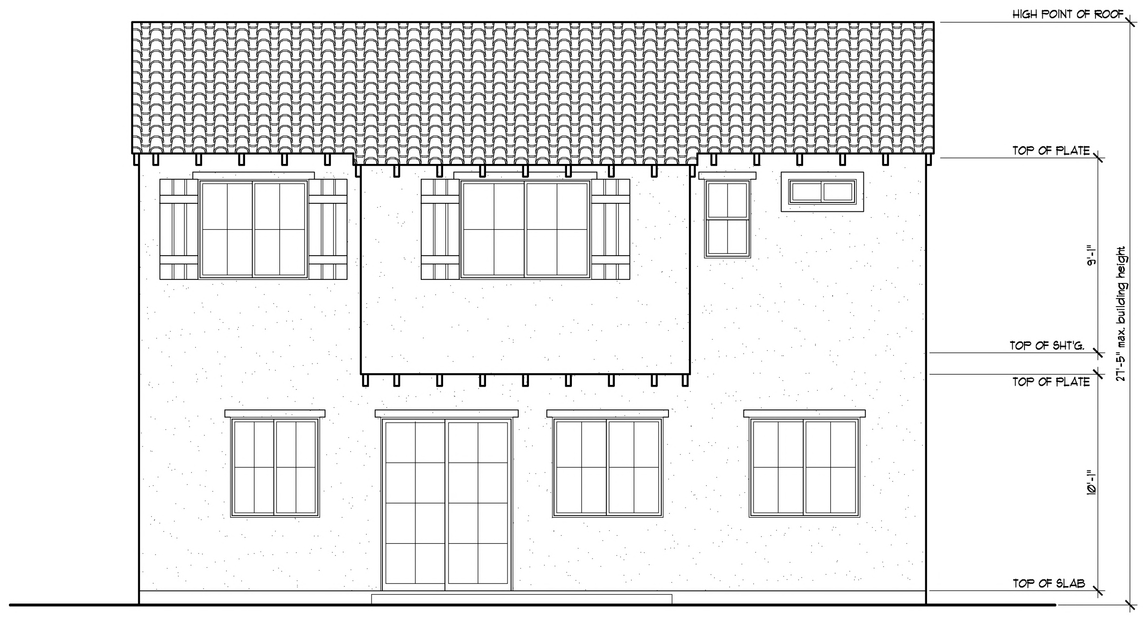
KEN STOCKTON
ARCHITECTS, INC / A.I.A.
26500 W. AGOURA ROAD, PMB# 663, CALABASAS, CA. 91302
(818) 888-9443 FAX: (818) 888-9604

SHEET NO.
A2.2



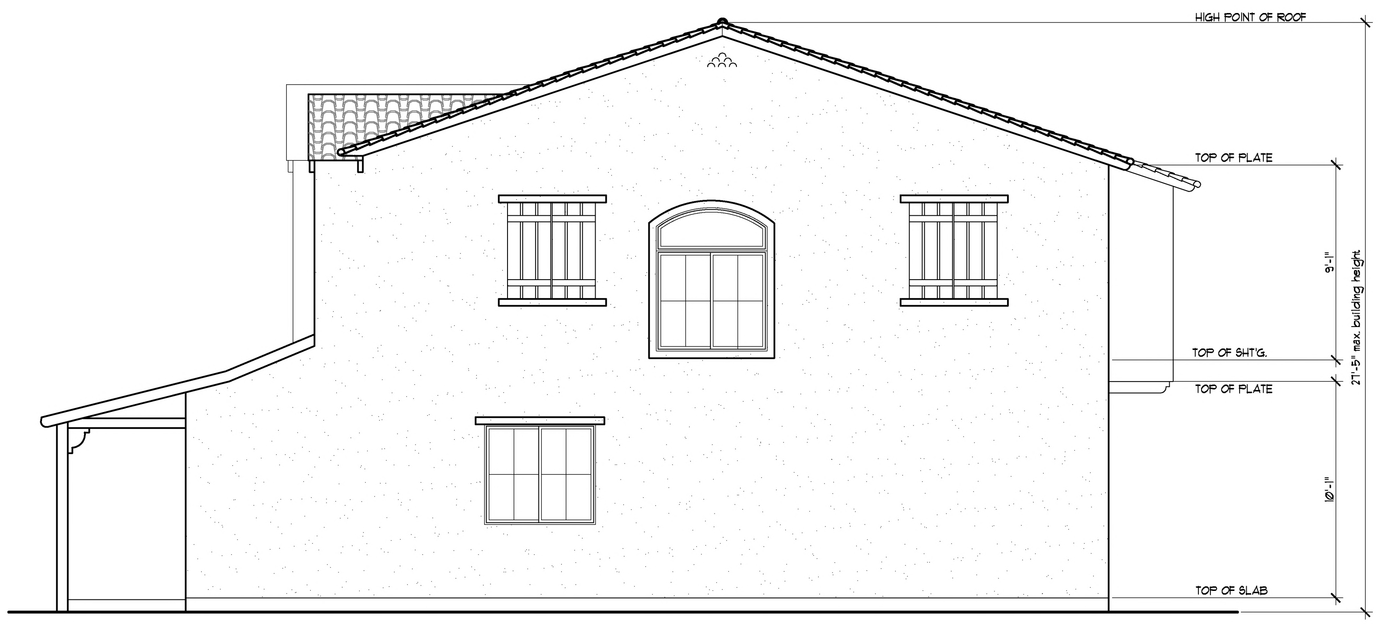
RIGHT SIDE ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT SIDE ELEVATION

SCALE: 1/4" = 1'-0"

FRONT ELEVATION

SCALE: 1/4" = 1'-0"

ELEVATION "B"

LICENSED ARCHITECT
KEN STOCKTON
NO. C19870
EXP. 1-31-17
STATE OF CALIFORNIA

PRELIMINARY ONLY

OWNER:
SHERMAN WAY-WEST HILLS PARTNERS, LLC
22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

PROJECT NAME:
WEST HILLS VILLAGE
15 SINGLE FAMILY HOMES
7000 WOODLAKE AVEUE
WEST HILLS, CA
TENTATIVE TRACT #73814

PLAN TYPE #3 alt - SE - ELEVATION "B"

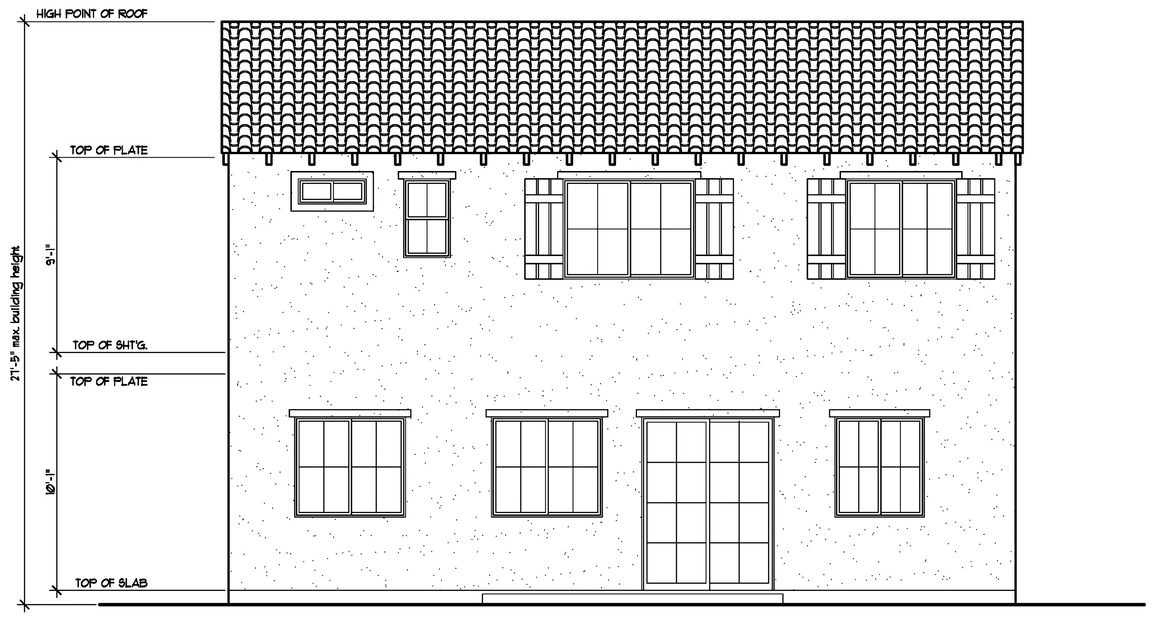
DRAWN:	REVISIONS:
DATE: 03/06/16	
PLAN CHK:	
PERMIT:	

KEN STOCKTON
ARCHITECTS, INC / A.I.A.
26500 W. AGOURA ROAD, PMB# 663, CALABASAS, CA. 91302
(818) 888-9443 FAX: (818) 888-9604

SHEET NO.
A2.3

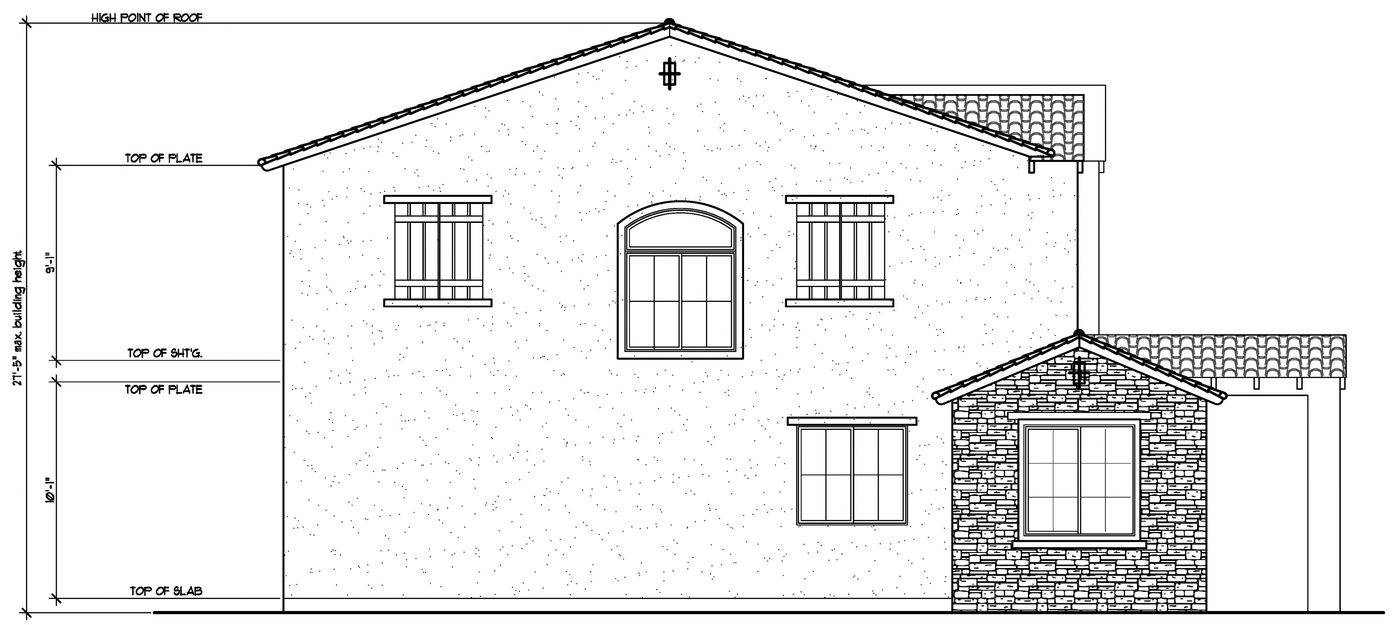
RIGHT SIDE ELEVATION

SCALE: 1/4" = 1'-0"



REAR ELEVATION

SCALE: 1/4" = 1'-0"



LEFT SIDE ELEVATION

SCALE: 1/4" = 1'-0"

FRONT ELEVATION

SCALE: 1/4" = 1'-0"

ELEVATION "B"

LICENSED ARCHITECT KEN STOCKTON NO. C19870 EXP. 1-31-17 STATE OF CALIFORNIA

PRELIMINARY ONLY

OWNER:
SHERMAN WAY-WEST HILLS PARTNERS, LLC
22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

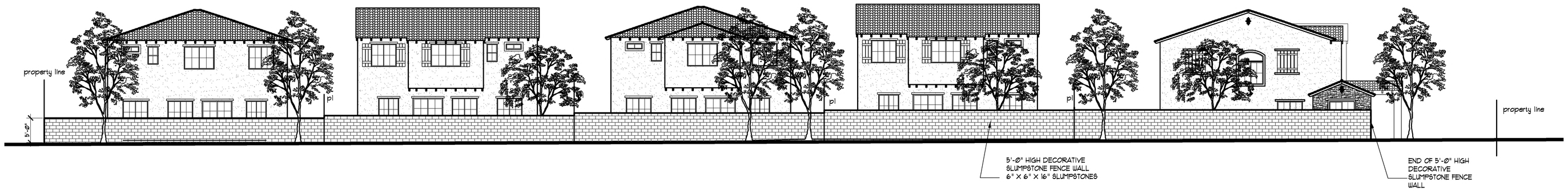
PROJECT NAME:
WEST HILLS
15 SINGLE FAMILY HOMES
7000 WOODLAKE AVENUE
WEST HILLS, CA
TENTATIVE TRACT #73814

PLAN TYPE #3 ALT. BE. - ELEVATION "A"

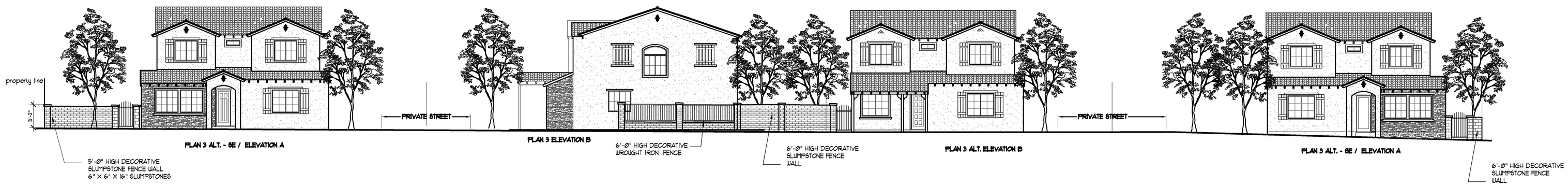
DRAWN:	REVISIONS:
DATE: 03/06/16	
PLAN CHK:	
PERMIT:	

KEN STOCKTON
ARCHITECTS, INC / A.I.A.
26500 W. AGOURA ROAD, PMB# 663, CALABASAS, CA. 91302
(818) 888-9443 FAX: (818) 888-9604

SHEET NO.
A2.4



FENCE ELEVATION EXHIBIT ALONG THE MISSION PROPERTY - LOOKING SOUTH



FENCE ELEVATION EXHIBIT ALONG WOODLAKE AVE. LOOKING EAST @ 1" = 10'

PRELIMINARY ONLY

OWNER:
SHERMAN WAY– WEST HILLS
PARTNERS, LLC
22801 VENTURA BLVD., #111, WOODLAND HILLS, CA 91367

PROJECT NAME:
WEST HILLS VILLAGE
15 SINGLE FAMILY HOMES
7000 WOODLAKE AVENUE
WEST HILLS, CA
TENTATIVE TRACT #73814

FENCING EXHIBIT- ELEVATIONS ALONG NORTH & WEST

DRAWN:	REVISIONS:
DATE:	03/06/16
PLAN CHK:	
PERMIT:	

KEN STOCKTON
ARCHITECTS, INC / A.I.A.
26500 W. AGOURA ROAD, PMB# 663, CALABASAS, CA. 91302
(818) 888-9443 FAX: (818) 888-9604

LICENSED ARCHITECT
KEN STOCKTON
NO. C19870
EXP. 1-31-17
STATE OF CALIFORNIA

SHEET NO.
E1.1

Exhibit B.

Engineering Plans, dated 3/4/2016. Sheet 1 of 2: Vesting Tentative Map and Sheet 2 of 2: Preliminary Grading Plan, Forma Engineering Inc.

VESTING TENTATIVE MAP 73814

IN THE CITY OF LOS ANGELES
FOR MERGER AND SMALL LOT SUBDIVISION PURPOSES
COUNCIL DISTRICT # 12

A SMALL LOT SINGLE FAMILY SUBDIVISION IN THE RD5 ZONE, PURSUANT TO ORDINANCE NO. 176,354

LEGAL DESCRIPTION:

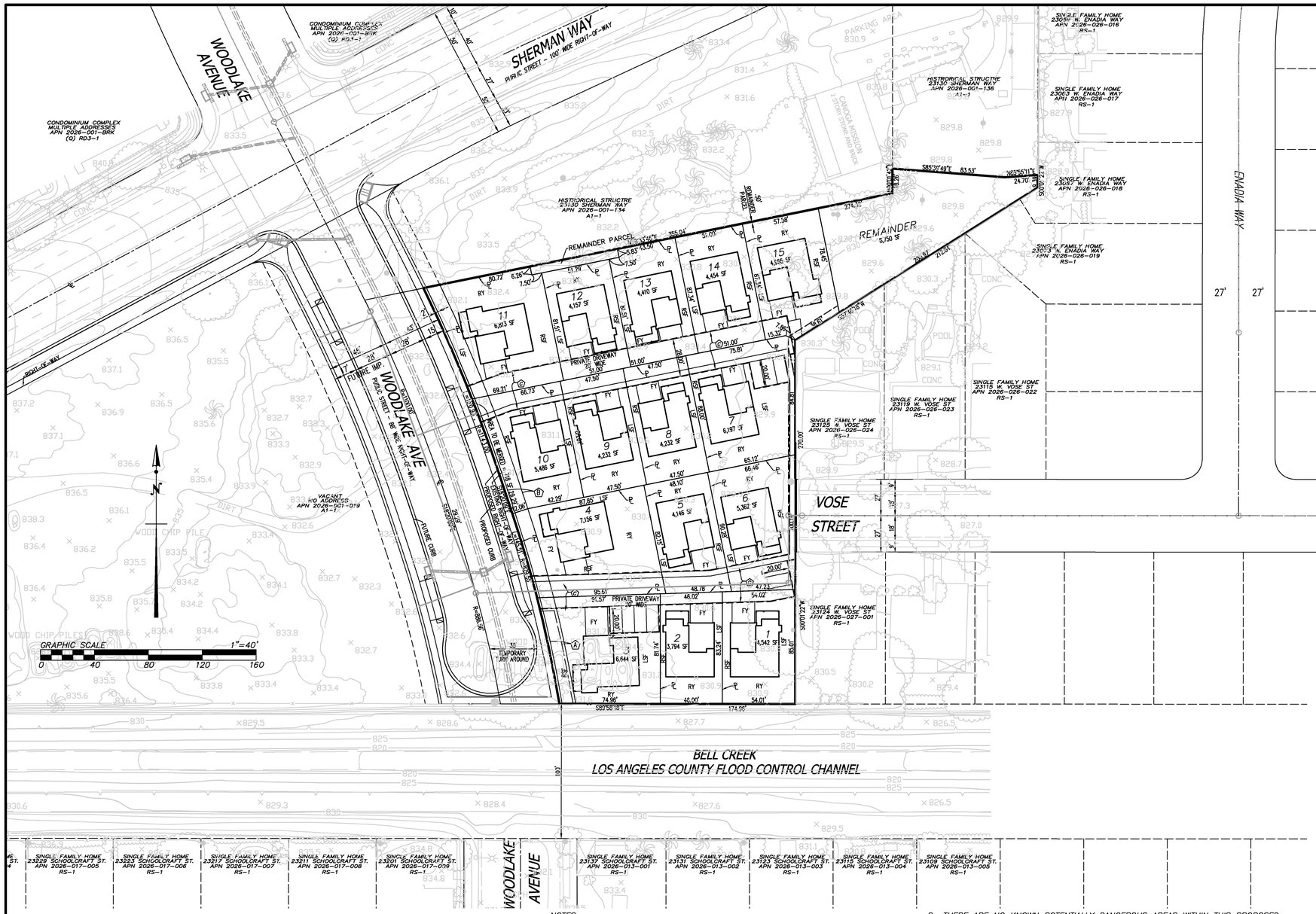
THAT PORTION OF LOT 1056 OF TRACT NO. 1000, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 19, PAGES 1 TO 34 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF TRACT NO. 33306, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 879, PAGES 33 TO 35 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, THENCE NORTH 89°58'18" WEST ALONG THE NORTH LINE OF BELL CREEK, A 70 FOOT WIDE FLOOD CONTROL CHANNEL AS DESCRIBED IN BOOK 29643, PAGE 354 OF THE OFFICIAL RECORDS, A DISTANCE OF 176.80 FEET TO AN INTERSECTION WITH THE SOUTHERLY PROJECTION OF THE EAST LINE OF THE PUBLIC STREET EASEMENT FOR WOODLAKE AVENUE PER INSTRUMENT NUMBER 1743 AND INSTRUMENT NUMBER 77-18724 OF THE OFFICIAL RECORDS, THENCE NORTH 10°31'22" WEST ALONG SAID SOUTHERLY PROJECTION OF THE EAST LINE AND SAID EAST LINE, A DISTANCE OF 47.70 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 929.55 FEET AND A CENTRAL ANGLE OF 07°48'47"; THENCE NORTHWESTERLY ALONG SAID CURVE OF SAID EAST LINE, AN ARC DISTANCE OF 126.76 FEET TO THE POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1145.00 FEET AND A CENTRAL ANGLE OF 07°32'27"; THENCE NORTHWESTERLY ALONG SAID CURVE OF SAID EAST LINE, AN ARC DISTANCE OF 150.69 FEET; THENCE LEAVING SAID EAST LINE NORTH 78°33'45" EAST, A DISTANCE OF 352.97 FEET; THENCE NORTH 00°01'42" EAST, A DISTANCE OF 18.26 FEET TO THE SOUTH LINE OF THE LAND CONVEYED TO ARTHUR M. HOEFER AND EMMA HOEFER, BY DEED RECORDED IN BOOK 7130, PAGE 284 OF DEEDS; THENCE ALONG THE SOUTHERLY BOUNDARY OF SAID LAND AS FOLLOWS: SOUTH 85° 39' 49" EAST, A DISTANCE OF 83.53 FEET; THENCE NORTH 85°55'11" EAST, A DISTANCE OF 24.70 FEET TO AN INTERSECTION WITH THE WEST LINE OF SAID TRACT NO. 33306; THENCE SOUTH 00°01'22" WEST ALONG SAID WEST LINE, A DISTANCE OF 9.39 FEET; THENCE SOUTH 57° 46' 18" WEST ALONG SAID WEST LINE, A DISTANCE OF 212.84 FEET; THENCE SOUTH 00°01'22" WEST ALONG SAID WEST LINE, A DISTANCE OF 270.00 FEET TO THE SAID POINT OF BEGINNING.

AS SHOWN IN A CERTIFICATE OF COMPLIANCE FOR LOT LINE ADJUSTMENT RECORDED AUGUST 31, 2012 AS INSTRUMENT NO. 20121313052, OFFICIAL RECORDS

YARD SETBACK MATRIX

LOT NO.	FRONT	REAR	RIGHT SIDE YARD (RSY)	LEFT SIDE YARD (LSY)
1	15	20	12	6
2	12	20	6	4
3	28	8	15	9
4	17	25	6	22
5	18	15	6	6
6	25	20	6	10
7	18	20	20	5.75
8	18	20	5.75	5.75
9	18	20	5.75	5.75
10	18	20	5.75	15
11	24	20	9	10
12	15	17	7	7
13	15	17	7	7
14	19	19	7	7
15	13	19	7	10



VICINITY MAP

EASEMENTS:

(A) PROPOSED 10' TEMPORARY SLOPE AND CONSTRUCTION EASEMENT IN FAVOR OF THE CITY OF LOS ANGELES FOR FUTURE CONSTRUCTION OF THE WOODLAKE AVE BRIDGE CROSSING THE FLOOD CONTROL CHANNEL.

(B) EXISTING 10' TEMPORARY SLOPE EASEMENT IN FAVOR OF THE CITY OF LOS ANGELES PER INSTRUMENT No. 1743, RECORDED OCTOBER 25, 1973 IN BOOK D6060, PAGE 823 OF OFFICIAL RECORDS AND PER INSTRUMENT No. 77-18724 OF OFFICIAL RECORDS RECORDED JANUARY 6, 1977. TO BE MERGED ON FINAL MAP.

(C) PROPOSED VARIABLE WIDTH PRIVATE RECIPROCAL EASEMENT FOR VEHICULAR AND PEDESTRIAN INGRESS/EGRESS, EMERGENCY ACCESS, UTILITIES, INFRASTRUCTURE, CROSS LOT DRAINAGE AND COMMON LANDSCAPING PURPOSES.

ASSESSOR PARCEL NUMBERS:

2026-001-135

ZONING INFORMATION:

EXISTING: A1-1

PROPOSED: RD5

SITE ADDRESS:

23200 SHERMAN WAY

WEST HILLS, CA 91364

OWNER:

SHERMAN WAY-WEST HILLS PARTNERS, LLC

NOTES:

1. EXISTING USE: VACANT LAND
2. PROPOSED DEVELOPMENT: 16 LOT - SMALL LOT SUBDIVISION
3. AREA: EXISTING LOT AREA=84,709 SF (1.9446 ACRES)
   DEDICATION = 0 SF (0 ACRES)
   RIGHT-OF-WAY MERGER = 651 SF (0.0149 ACRES)
   SLOPE EASEMENT MERGER = 3,271 SF (0.0751 ACRES)
   NET=85,360 SF (1.9596 ACRES)
   GROSS AREA TO CENTERLINE =99,185 SF (2,2770 ACRES)
4. SMALL LOT SINGLE FAMILY SUBDIVISION IN THE RD5 ZONE, PURSUANT TO ORDINANCE NO. 176,354.
5. EXISTING UTILITIES:
   8" SEWER MAIN LINE IN VOSE STREET
   6" WATER MAIN LINE IN VOSE STREET AND 8" MAIN LINE IN SHERMAN WAY
6. DRAINAGE: THE ENTIRE SITE DRAINS TO WOODLAKE AVE VIA SURFACE FLOW.
7. FLOOD ZONE: ZONE X, FEMA PANEL: 0611C-1010E
8. THERE ARE NO KNOWN POTENTIALLY DANGEROUS AREAS WITHIN THIS PROPOSED DEVELOPMENT.
9. ALL EXISTING STRUCTURES WILL BE DEMOLISHED.
10. 26'-8" VEHICULAR BACKUP SPACE IS PROVIDED.
12. DISTRICT MAP NO. 183B141
13. CANOGA PARK-WINNETKA-WEST HILLS-WOODLAND HILLS PLANNING AREA
14. TRASH WILL BE COLLECTED IN EACH UNITS GARAGE.
15. THERE ARE NO OAK TREES ON SITE AND NO PROTECTED TREES ON SITE.
16. STREET DESIGNATION:
    SHERMAN WAY - AVENUE I
    WOODLAKE AVE - AVENUE II
17. THOMAS GUIDE PAGE 529, GRID G5

PREPARED FOR:

SHERMAN WAY-WEST HILLS PARTNERS, LLC

22801 VENTURA BLVD, SUITE 111, WOODLAND HILLS, CA 91364

CONTACT: MICHAEL HARRIS TEL (818) 322-6777

VESTING TENTATIVE MAP
TRACT 73814
23200 SHERMAN WAY
WEST HILLS, CA 91307

DEVELOPER'S ENGINEER:

FORMA ENGINEERING INC.

10814 Reseda Boulevard, Northridge, CA 91326
Phone: (818) 832-1710 · Fax: (818) 832-1740

Chris Nelson 3/04/2016
CHRIS NELSON P.L.S. DATE

PROFESSIONAL LAND SURVEYOR * CHRIS D. NELSON * No. 6385 * STATE OF CALIFORNIA

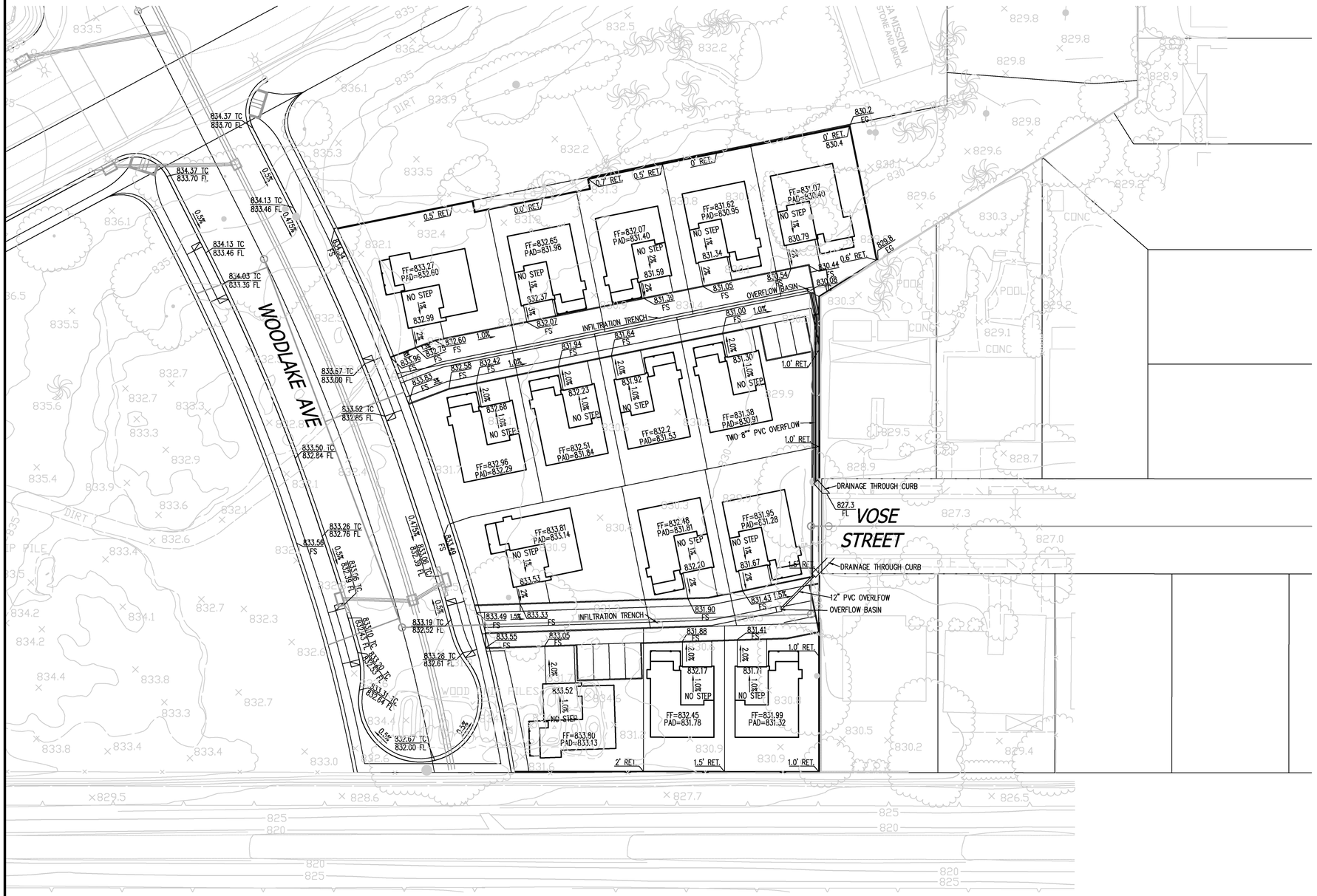
No.	DATE	REVISION

DESIGNER: S.L.
CHECKED BY: M.W.
DATE: 3/04/2016
SHEET 1 OF 2

VESTING TENTATIVE MAP 73814

IN THE CITY OF LOS ANGELES
FOR MERGER AND SMALL LOT SUBDIVISION PURPOSES
COUNCIL DISTRICT # 12

A SMALL LOT SINGLE FAMILY SUBDIVISION IN THE RD3 ZONE, PURSUANT TO ORDINANCE NO. 176,354



BENCH MARK:

B.M. NO. 06-10840 NAVD 1988 CITY OF LOS ANGELES DATUM

FOUND WIRE SPK.; N. CURB SHERMAN WAY, 195 FT. E/O BC OF THE FIRST CURVE E/O BALMORAL AVE. & 370 FT. MORE OR LESS W/O WOODLAKE AVE.

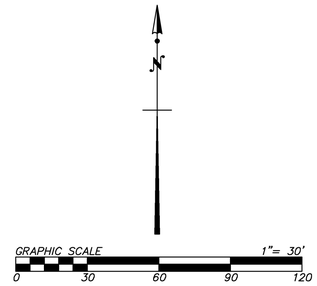
ELEVATION = 845.43 FEET (ADJUSTMENT OF 2000)

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CENTERLINE OF SHERMAN WAY AS SHOWN ON THE MAP OF TRACT NO. 32741, M.B. 1037-46/47 AS N65°06'37"E.

FLOOD ZONE

THIS PROPERTY LIES IN FLOOD ZONE X - AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN - PER FIRM COMMUNITY PANEL NO 06037C1275F, DATED SEPT. 26, 2008.



EARTHWORK QUANTITY TABLE

	CUT (CY)	FILL (CY)
RAW VOLUME	75	2,780
SUBSIDENCE (0.2' ENTIRE SITE)		580
OVER EXCAVATIONS	11,500	11,500
SHRINKAGE (7%)		810
FOOTING SPOILS (50CY PER LOT)	800	0
TOTAL	12,375	15,670
FILL:	3,295	

PREPARED FOR:

SHERMAN WAY-WEST HILLS PARTNERS, LLC

22801 VENTURA BLVD, SUITE 111, WOODLAND HILLS, CA 91364

CONTACT: MICHAEL HARRIS TEL (818) 322-6777

PRELIMINARY GRADING PLAN
TRACT 73814
23200 SHERMAN WAY
WEST HILLS, CA 91307

DEVELOPER'S ENGINEER:

FORMA ENGINEERING INC.

10814 Reseda Boulevard, Northridge, CA 91326
Phone: (818) 832-1710 · Fax: (818) 832-1740

WILLIAM M. WHITE P.E. C62111 3/04/2016 DATE

REGISTERED PROFESSIONAL ENGINEER
WILLIAM MICHAEL WHITE
No. 62111
Exp. 9/30/17
CIVIL
STATE OF CALIFORNIA

No.	DATE	REVISION

DESIGNER: S.L.
CHECKED BY: M.W.
DATE: 3/04/2016
SHEET 2 OF 2

Exhibit C:

Preliminary Landscape Plan, Susan E. McEowen

PRELIMINARY LANDSCAPE PLAN

SCALE: 1/16" = 1'-0"

TREE LEGEND

SYMBOL	BOTANICAL NAME COMMON NAME QUANTITY / SIZE
	ARBUTUS UNEDO STRAWBERRY TREE M - 24 INCH BOX LGN
	*LAGERSTROMIA INDICA 'WHITE' CRAPE MYRTLE 45 - 24 INCH BOX LGN
	*LAURUS N. 'SARATOGA' SARATOGA BAY LAUREL 15 - 24 INCH BOX LGN
	**PLATANUS RACEMOSA CALIFORNIA SYCAMORE 9 - 24 INCH BOX LGN
	QUERCUS CHRYSOLEPIS CANYON LIVE OAK 11 - 24 INCH BOX LGN
	RHUS LANCEA AFRICAN SUMAC 16 - 24 INCH BOX LGN
	STREET TREE PER URBAN FORESTRY 99 - 24 INCH BOX LGN

SHRUB, VINE, AND GROUND COVER LEGEND

SYMBOL	BOTANICAL NAME COMMON NAME / SIZE / QUANTITY
	*AGAVE ATTENUATA AGAVE 50 - 15 GAL LGN
	*ARBUTUS 'ELFIN KING' STRAWBERRY SHRUB 50 - 5GAL LGN
	*CUPRESSUS S. 'HORIZONTAL' TINY TOWER CYPRESS 100 - 5 GAL LGN
	*ILEX V. 'SCHEEL'S DWARF' STOKES DWARF 150 - 5 GAL LGN
	*LEUCOPHYLLUM 'SILVERCLOUD' SILVERCLOUD SAGE 50 - 15 GAL LGN
	*LAVANDULA 'GOODWIN CREEK' GOODWIN CREEK LAV. 150 - 15 LGN
	*PITTOSPORUM T. 'MARIORIMA' DWARF MAZEMAIR 100 - 15 LGN
	**MUHLENBERGIA RIGENS DEER GRASS 100 - 1 GAL LGN
	*OLEA 'LITTLE OLLIE' LITTLE OLLIE OLIVE 150 - 5 GAL LGN
	*PENNISETUM A. 'HAMELN' HAMELN FOUNTAIN GRASS 100 - 15 LGN
	*PENNISETUM P. 'PRINCE' PRINCE WATER GRASS 100 - 1 GAL LGN
	*PENNISETUM S. EATON CANYON' PURPLE FOUNTAIN GRASS100 1 GAL LGN
	**RIBES LGH GRO NON LGN SHRUBS 100 - 5 GAL LGN
	*ROSMARINUS PROSTRATA' ROSEMARY 150 - 1 GAL LGN
	*ARTEMISSIOUS TRIDUNTATA' BOSTON IVY - 15 - 1 GAL LGN
	**SALVIA LEUCANTHA MEXICAN SAGE 50 - 5 GAL LGN
	GROUND COVER 3" MULCH IN ALL PLANTERS
	LIGHTSTEM RENDER AT PERIMETER OF PROPERTY

LICENSED LANDSCAPE ARCHITECT
SUSAN E. McEOWEN
4280
STATE OF CALIFORNIA
3-31-18

PL-2		SHEET TITLE: PRELIMINARY PLAN TRACT 73814		PROJECT: WEST HILLS VILLAGE 15 SINGLE FAMILY HOMES 7000 WOODLAKE AVENUE WEST HILLS, CA.	OWNER: SHERMAN WAY - WEST HILLS PARTNERS, LLC 22801 VENTURA BOULEVARD, SUTIE 111 WOODLAND HILLS, CA.

THE OFFICE OF
SUSAN E. McEOWEN
LANDSCAPE ARCHITECT 2180
A CALIFORNIA CORPORATION
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Office Telephone: (661) 294-3753
Email Address: susanemcEowen@sbcglobal.net

Exhibit D:

Historic and Contemporary Photographs

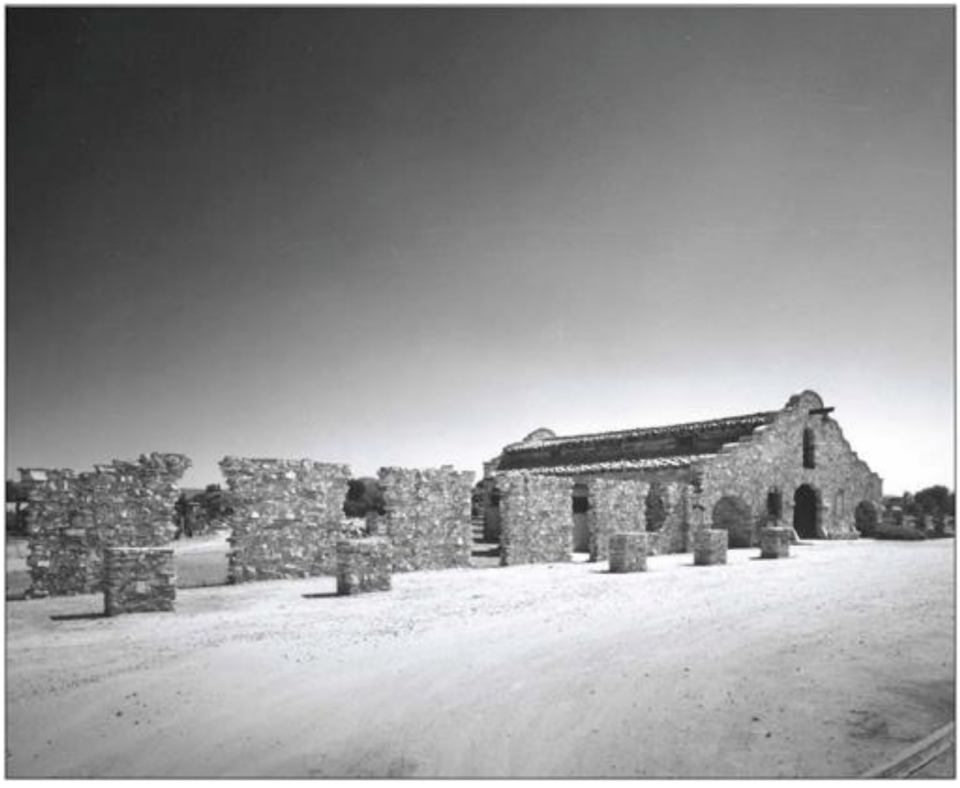

Figure 1: Canoga Mission Gallery, view southwest, ca 1974 (HCM nomination file)

Figure 2: Canoga Mission Gallery, view southeast, ca. 1974 (HCM nomination file)

Figure 3: Subject property, view southwest, 2016 (Chattel, Inc.)

Figure 4: Subject property, view west, 2016 (Chattel, Inc.)

Figure 5: Subject property, view southwest, 2016 (Chattel, Inc.)

Figure 6: Historic Parcel with stone and brick pilasters and wood split rail fence. Subject Property beyond, view southeast, 2016 (Chattel, Inc.)

Figure 7: Detail of the historic stone and brick pilasters with wood split rail fence associated with the Canoga Mission Gallery, 2016 (Chattel, Inc.)

Figure 8: Canoga Mission Gallery, view southeast, 2016 (Chattel, Inc.)

Figure 9. Canoga Mission Gallery, West bay loggia, view south, showcasing the use of stone and brick with weeping mortar used throughout the Canoga Mission Gallery, 2016 (Chattel, Inc.)

Figure 10: Canoga Mission Gallery, view north, 2016 (Chattel, Inc.)

Figure 11: Subject property, view east, 2016 (Chattel, Inc.)

Figure 12: Detail showing the stonework typical of the Canoga Mission Gallery, view north, 2016 (Chattel, Inc.)

Figure 13: View showing the break in the roof line that roughly corresponds to the second floor attic space, view west, 2016 (Chattel, Inc.)

Figure 14: Interior of the Canoga Mission Gallery, view south, 2012. Note the center hall-way opens to the individual stables via the arched openings (Chattel, Inc.)

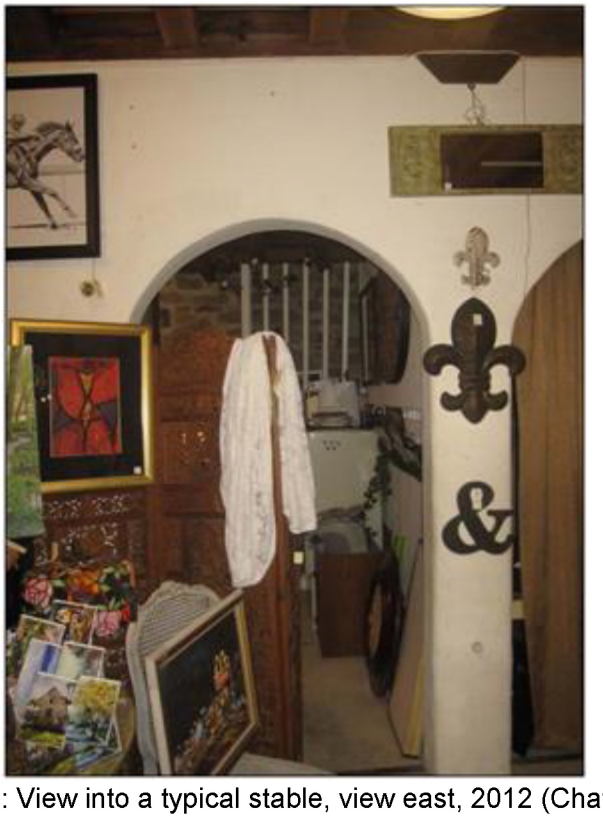

Figure 15: View into a typical stable, view east, 2012 (Chattel, Inc.)

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

23200 Sherman Way
7000 Woodlake Avenue
DOT Case No. SFV 16-104005
DOT Project ID No. 44076

Date: April 7, 2016

To: Dan O'Donnell, City Planner
Department of City Planning

From: Sergio D. Valdez, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ASSESSMENT FOR THE PROPOSED WEST HILLS RESIDENTIAL PROJECT AT 23200 SHERMAN WAY AND 7000 WOODLAKE AVENUE**
VTT NO. 73714-SL, ENV-2015-4683-EAF
VTT NO. 73814-SL, ENV-2015-4679-EAF

The Department of Transportation (DOT) has completed the traffic assessment for the proposed West Hills Residential Project which consists of 51 single family homes, located at 23200 Sherman Way and 7000 Woodlake Avenue, in the community of West Hills. This traffic assessment is based on a traffic study prepared by Overland Traffic Consultants, Inc. dated March 2016. After careful review of the pertinent data, DOT has determined that the traffic study adequately describes the traffic impacts of the proposed project. The traffic generated by this proposed project is not anticipated to significantly impact any of the four studied intersections.

DISCUSSION AND FINDINGS

The proposed West Hills Residential Project is located on the south side of Sherman Way. The project will complete the fourth leg of the Woodlake Avenue & Sherman Way intersection extending Woodlake Avenue from Sherman Way to Bell Creek, which borders the south side of the project. The project will span both sides of the new Woodlake Avenue extension, with 15 single family homes to be constructed on the east side of Woodlake Avenue and 36 single family homes to be constructed on the west side. The project will be completed in one phase; with full project build out expected to be completed by 2018. The proposed development consists of a total of 51 single family homes. Currently, this site is vacant. The proposed development will generate an additional 486 daily trips with 38 trips in the A.M. peak hour and 51 trips in the P.M. peak hour, as shown below. The trip generation estimates are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012.

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
		Total	In	Out	Total	In	Out	Total
Single Family Homes	51	486	10	28	38	32	19	51
NET PRIMARY TRIPS		**486**	**10**	**28**	**38**	**32**	**19**	**51**

The project study area includes the analysis of the following four roadway intersections:

- Platt Avenue & Vanowen Street
- Woodlake Avenue & Sherman Way
- Fallbrook Avenue & Sherman Way
- Fallbrook Avenue & Vanowen Street

Platt Avenue & Vanowen Street
Woodlake Avenue & Sherman Way
Fallbrook Avenue & Sherman Way
Fallbrook Avenue & Vanowen Street

After a review of the pertinent data, DOT has determined that the proposed project will not result in a significant traffic impact at any of the studied intersections, as shown in the summary of volume-to-capacity (V/C) ratios and levels of service (LOS) at the study intersections (see Attachment A). The traffic study for the four intersections was revised by DOT to accurately reflect the level of service (LOS) methodology and significant impact criteria used by DOT for the studied intersections (see Attachment B).

DOT recommends the following project requirements be adopted as conditions of project approval.

PROJECT REQUIREMENTS

A. Woodlake Avenue Extension

The proposed project shall construct the extension of Woodlake Avenue south from Sherman Way to Bell Creek, to the satisfaction of DOT and the Bureau of Engineering, Department of Public Works. This requirement may involve additional required improvements and re-striping of the existing Woodlake Avenue and Sherman Way roadways. Detailed proposed geometric design plans are required to be submitted to DOT for review prior to final approval. This improvement shall be guaranteed and completed through the B-Permit process of the Bureau of Engineering, Department of Public Works, as detailed below.

B. Traffic Signal Upgrade at the Intersection of Woodlake Avenue and Sherman Way

The proposed project shall upgrade the existing traffic signal at the intersection of Woodlake Avenue & Sherman Way as part of the project. The signal design shall incorporate the extension of Woodlake Avenue south of Sherman Way, to the satisfaction of DOT. This requirement may involve additional required improvements and re-striping of the existing Woodlake Avenue and Sherman Way roadways. Detailed proposed signal design plans are required to be submitted to DOT for review prior to final approval. This improvement shall be guaranteed and completed through the B-Permit process of the Bureau of Engineering, Department of Public Works, as detailed below.

D. Highway Dedication and Improvements

The applicant shall be subject to the Bureau of Engineering, Department of Public Works requirements regarding the highway dedication and improvements of the project frontage along Sherman Way.

The applicant shall be subject to the Bureau of Engineering, Department of Public Works requirements regarding the highway dedication and improvements of the project frontage along Woodlake Avenue.

The above transportation improvements shall be guaranteed through the B-permit process of the Bureau of Engineering, Department of Public Works. Any improvements shall be constructed and completed before the issuance of the final certificate of occupancy, to the satisfaction of DOT and the Bureau of Engineering. Prior to setting the bond amount, the Bureau of Engineering shall require the developer's engineer or contractor to contact DOT's B-permit Coordinator at (213) 928-5322, to arrange a pre-design meeting to finalize the design for the required transportation improvements.

The street dedication shall be completed through Quyen Phan in the Department of Public Works, Bureau of Engineering, Land Development Group, (213) 977-6955, before the issuance of any building permit for this project. Since the dedication procedure may be lengthy, the process should be commenced as soon as possible. Additional street improvements may be required. The applicant should contact the Bureau of Engineering, Department of Public Works to determine any other requirements.

E. Site Access and Internal Circulation

Vehicular access to the project shall be from Woodlake Avenue only. Ingress and egress from Sherman Way shall be prohibited. A minimum 20-foot reservoir space between the new property line and the first parking stall or gate shall be provided at all access points to public roadways. Driveways shall be w=30'. Parking stalls shall also be designed so that a vehicle is not required to back up into or out of Woodlake Avenue or Sherman Way.

Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site and driveway plans, with a minimum scale of 1"=40', to DOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, CA 91401.

If you have any further questions, you may contact Kevin Ecker of my staff at (818) 374-4699.

SDV:KDE

c: Hannah Lee, Twelfth Council District
Brian Gallagher, DOT Valley District
Ali Nahass, BOE Valley District
Tim Conger, DOT Geometric Design
John Varghese, DOT Signal Design
Quyen Phan, BOE Land Development
Liz Culhane, Overland Traffic Consultants

ATTACHMENT A

West Hills Residential Project
23200 Sherman Way
7000 Woodlake Avenue
DOT Case No. SFV-16-104005
Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS)

Intersection	Peak Hour	Year 2014 Existing		Year 2014 Existing w/ Project		Year 2016 w/o Project		Year 2016 w/ Project		Project Impact	Year 2016 w/ Mitigation		Project Impact
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	Δ V/C	V/C	LOS	Δ V/C
Platt Avenue & Vanowen Street	AM	0.557	A	0.557	A	0.589	A	0.590	A	0.001			
	PM	0.436	A	0.437	A	0.471	A	0.471	A	0.000			
Woodlake Avenue & Sherman Way	AM	0.385	A	0.403	A	0.414	A	0.460	A	0.046			
	PM	0.267	A	0.279	A	0.298	A	0.332	A	0.034			
Fallbrook Avenue & Sherman Way	AM	0.900	D	0.904	E	0.952	E	0.956	E	0.004			
	PM	0.679	B	0.680	B	0.731	C	0.732	C	0.001			
Fallbrook Avenue & Vanowen Street	AM	0.783	C	0.784	C	0.831	D	0.832	D	0.001			
	PM	0.659	B	0.662	B	0.723	C	0.726	C	0.003			

*** Significant impact**

ATTACHMENT B
Table 2: Significant Transportation Impact Thresholds

Level of Service	Projected Future Volume to Capacity Ratio (V/C), Including Project	Project-Related Impact (Δ V/C)
C	between 0.701 and 0.800	≥ 0.040
D	between 0.801 and 0.900	≥ 0.020
E, F	≥ 0.901	≥ 0.010