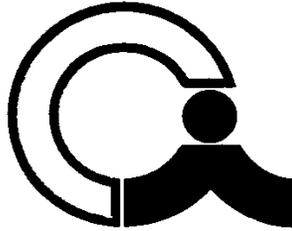


CITY OF INDUSTRY

CITY COUNCIL
REGULAR MEETING AGENDA

APRIL 14, 2016
9:00 AM



Mayor Mark Radecki
Mayor Pro Tem Cory Moss
Council Member Abraham Cruz
Council Member Roy Haber, III
Council Member Newell Ruggles

Location: City Council Chamber, 15651 East Stafford Street, City of Industry, California 91744

Addressing the City Council:

- ▶ **Agenda Items:** Members of the public may address the City Council on any matter listed on the Agenda. In order to conduct a timely meeting, there will be a three-minute time limit per person for any matter listed on the Agenda. Anyone wishing to speak to the City Council is asked to complete a Speaker's Card which can be found at the back of the room and at the podium. The completed card should be submitted to the City Clerk prior to the Agenda item being called and prior to the individual being heard by the City Council.
- ▶ **Public Comments (Non-Agenda Items):** Anyone wishing to address the City Council on an item not on the Agenda may do so during the "Public Comments" period. In order to conduct a timely meeting, there will be a three-minute time limit per person for the Public Comments portion of the Agenda. State law prohibits the City Council from taking action on a specific item unless it appears on the posted Agenda. Anyone wishing to speak to the City Council is asked to complete a Speaker's Card which can be found at the back of the room and at the podium. The completed card should be submitted to the City Clerk prior to the Agenda item being called by the City Clerk and prior to the individual being heard by the City Council.

Americans with Disabilities Act:

- ▶ In compliance with the ADA, if you need special assistance to participate in any City meeting (including assisted listening devices), please contact the City Clerk's Office (626) 333-2211. Notification of at least 48 hours prior to the meeting will assist staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting.

Agendas and other writings:

- ▶ In compliance with SB 343, staff reports and other public records permissible for disclosure related to open session agenda items are available at City Hall, 15625 East Stafford Street, Suite 100, City of Industry, California, at the office of the City Clerk during regular business hours, Monday through Friday 9:00 a.m. to 5:00 p.m. Any person with a question concerning any agenda item may call the City Clerk's Office at (626) 333-2211.

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1. Call to Order
 2. Flag Salute
 3. Roll Call
 4. Public Comments

5. **CONSENT CALENDAR**

All matters listed under the Consent Calendar are considered to be routine and will be enacted by one vote. There will be no separate discussion of these items unless members of the City Council, the public, or staff request specific items be removed from the Consent Calendar for separate action.

5.1 Consideration of the Register of Demands

RECOMMENDED ACTION: Approve the Register of Demands and authorize the appropriate City Official to pay the bills.

5.2 Consideration of the minutes of the October 8, 2015 and October 22, 2015 regular meetings

RECOMMENDED ACTION: Approve as submitted.

5.3 Consideration of Resolution No. CC 2015-38 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, APPROVING A PURCHASE AGREEMENT BETWEEN THE CITY OF INDUSTRY AND CT CHESTNUT LLC, FOR THE PROPERTY LOCATED AT 948 S. AZUSA AVENUE, CITY OF INDUSTRY, CALIFORNIA AND ADOPTING THE NOTICE OF EXEMPTION REGARDING SAME

RECOMMENDED ACTION: Staff recommends to extend the consideration of Resolution No. CC 2015-38 to the next regular scheduled meeting.

5.4 Consideration of Resolution No. CC 2016-20 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, CONFIRMING THE CONTINUED EXISTENCE OF AN EMERGENCY CONDITION AT THE FOLLOWS CAMP PROPERTY AND DECLARING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE CERTAIN WORK TO BE PERFORMED WITHOUT COMPETITIVE BIDDING PURSUANT TO CALIFORNIA PUBLIC CONTRACT CODE SECTION 22050 AND SECTION 3.52.110 OF THE CITY'S MUNICIPAL CODE

RECOMMENDED ACTION: Adopt Resolution No. CC 2016-20.

5.5 Consideration of Resolution No. CC 2016-21 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ADOPTING A SALARY RANGE SCHEDULE FOR CITY EMPLOYEES AND OFFICERS, AND REPEALING RESOLUTION NOS. CC 2015-35, CC 2015-36, CC 2015-39, AND CC 2016-18

RECOMMENDED ACTION: Adopt Resolution No. CC 2016-21.

- 5.6 Consideration of Resolution No. CC 2016-24 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ADOPTING STATE AND FEDERAL LEVEL CRIMINAL BACKGROUND CHECKS FOR NEW EMPLOYEES

RECOMMENDED ACTION: Adopt Resolution No. CC 2016-24.

- 5.7 Consideration of a Professional Services Agreement between the City of Industry and Kimley-Horn and Associates, Inc., for On-Call Traffic Engineering Services in the amount not to exceed \$250,000.00

RECOMMENDED ACTION: Approve the Agreement.

- 5.8 Consideration of a Professional Services Agreement between the City of Industry and Transportation & Energy Solutions, Inc., for On-Call Traffic Engineering Services in the amount not to exceed \$250,000.00

RECOMMENDED ACTION: Approve the Agreement.

6. **ACTION ITEMS**

- 6.1 Consideration of Development Plan 15-15 submitted by CEG Construction to develop a 36,161 square foot office building located at 3718 Capitol Avenue

- a. Consideration of Resolution No. CC 2016-22 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, MAKING FINDINGS AND ADOPTING THE INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION AND A MITIGATION MONITORING AND REPORTING PROGRAM FOR A DEVELOPMENT PLAN FOR THE CONSTRUCTION OF A 36,161 SQUARE FOOT INDUSTRIAL BUILDING LOCATED AT 3718 CAPITOL AVENUE IN THE CITY OF INDUSTRY

RECOMMENDED ACTION: Adopt Resolution No. CC 2016-22.

- b. Consideration of Resolution No. CC 2016-23 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, APPROVING DEVELOPMENT PLAN NO. 15-15 FOR THE CONSTRUCTION OF A 36,161 SQUARE FOOT INDUSTRIAL BUILDING LOCATED AT 3718 CAPITOL AVENUE IN THE CITY OF INDUSTRY, CALIFORNIA

RECOMMENDED ACTION: Adopt Resolution No. CC 2016-23.

- 6.2 Presentation and discussion regarding the Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and other Matters for the Fiscal Year Ended June 30, 2015; the Independent Auditor's Report on Internal Control Related Matters Identified in the Audit for the Fiscal Year Ended June 30, 2015; and the Auditor's Communications with the City Council for the Fiscal Year Ended June 30, 2015

RECOMMENDED ACTION: Receive and file.

- 6.3 Presentation and discussion on Internal Controls and Implementation of New Financial Procedures to achieve compliance with the January 2016 State Controller's City of Industry Review Report

RECOMMENDED ACTION: Receive and file.

7. **CITY COUNCIL COMMITTEE REPORTS**

8. **AB 1234 REPORTS**

9. **CITY COUNCIL COMMUNICATIONS**

10. **CLOSED SESSION**

- 10.1 CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Significant exposure to litigation pursuant to Government Code Section 54956.9(d)(2): Two Potential Cases.

- 10.2 CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION
Initiation of litigation pursuant to Government Code Section 54956.9(d)(4):
One Case

11. Adjournment. Next regular meeting: Thursday, April 28, 2016 at 9:00 a.m.

CITY COUNCIL

ITEM NO. 5.1

**CITY OF INDUSTRY
AUTHORIZATION FOR PAYMENT OF BILLS
CITY COUNCIL MEETING OF APRIL 14, 2016**

FUND RECAP:

<u>FUND</u>	<u>DESCRIPTION</u>	<u>DISBURSEMENTS</u>
100	GENERAL FUND	3,085,814.30
103	PROP A FUND	28,704.53
120	CAPITAL IMPROVEMENT FUND	222,686.42
161	IPUC - ELECTRIC	418,019.61
TOTAL ALL FUNDS		3,755,224.86

BANK RECAP:

<u>BANK</u>	<u>NAME</u>	<u>DISBURSEMENTS</u>
BOFA	BANK OF AMERICA - CKING ACCOUNTS	309,167.95
PROP/A	PROP A -CKING ACCOUNT	28,704.53
REF	REFUSE - CKING ACCOUNT	1,463,690.74
WFBK	WELLS FARGO - CKING ACCOUNT	1,953,661.64
TOTAL ALL BANKS		3,755,224.86

**CITY OF INDUSTRY
BANK OF AMERICA
April 14, 2016**

Check	Date	Payee Name	Check Amount
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CITYELEC.CHK - City Electric

1377	03/22/2016	CITY OF INDUSTRY	\$278,859.87
	Invoice	Date	Amount
	03/22/16	03/22/2016	\$278,859.87
		DESCRIPTION	
		TRANSFER FUNDS-ELECTRIC	

CITYGEN.CHK - City General

24304	03/18/2016	CITY OF INDUSTRY	\$25,675.36
	Invoice	Date	Amount
	03/18/16	03/18/2016	\$25,675.36
		DESCRIPTION	
		TRANSFER FUNDS-SAVINGS	

PARKCIT.CHK - Parking Citation Checking

558	03/17/2016	SUPERIOR COURT OF CALIFORNIA,	\$4,194.00
	Invoice	Date	Amount
	FEBRUARY 2016	03/08/2016	\$4,194.00
		DESCRIPTION	
		PARKING CITATIONS REPORT-FEB 2016	
559	03/17/2016	TURBO DATA SYSTEMS, INC	\$438.72
	Invoice	Date	Amount
	24079	02/29/2016	\$438.72
		DESCRIPTION	
		CITATION PROCESSING-JAN/FEB 2016	

Checks	Status	Count	Transaction Amount
	Total	4	\$309,167.95

**CITY OF INDUSTRY
PROP A
April 14, 2016**

Check	Date		Payee Name	Check Amount
PROPA.CHK - Prop A Checking				
11627	03/24/2016		CITY OF INDUSTRY-REFUSE	\$78.80
	Invoice	Date	Description	Amount
	2427045	03/01/2016	DISP SVC-METROLINK	\$78.80
11628	03/24/2016		INDUSTRY SECURITY SERVICES	\$6,834.80
	Invoice	Date	Description	Amount
	14-16840	02/26/2016	SECURITY SVC-METROLINK	\$1,729.73
	14-16905	03/04/2016	SECURITY SVC-METROLINK	\$1,729.73
	14-16965	03/11/2016	SECURITY SVC-METROLINK	\$1,645.61
	14-17027	03/18/2016	SECURITY SVC-METROLINK	\$1,729.73
11629	03/24/2016		SO CALIFORNIA EDISON COMPANY	\$297.47
	Invoice	Date	Description	Amount
	2016-00001166	03/19/2016	1/23-2/23/16 SVC-600 S BREA CYN B	\$297.47
11630	03/24/2016		WALNUT VALLEY WATER DISTRICT	\$144.37
	Invoice	Date	Description	Amount
	2240250	03/08/2016	2/2/-2/29/16 SVC-IRR METROLINK STA SPANISH LN	\$125.50
	2241134	03/09/2016	2/2-3/02/16 SVC-PLATFORM METROLINK BREA CYN	\$18.87
11631	04/01/2016		ACE CONSTRUCTION AUTHORITY	\$21,349.09
	Invoice	Date	Description	Amount
	ACE-204-14	03/23/2016	BETTERMENT AGRMT-FAIRWAY DR SEPARATION	\$11,239.04
	ACE-207-14	03/23/2016	BETTERMENT AGRMT-FULLERTON RD SEPARATION	\$10,110.05

Checks	Status	Count	Transaction Amount
	Total	5	\$28,704.53

**CITY OF INDUSTRY
WELLS FARGO REFUSE
April 14, 2016**

Check	Date		Payee Name	Check Amount
REFUSE - Refuse Account				
WT197	04/01/2016		CITY OF INDUSTRY DISPOSAL CO.	\$1,431,190.29
	Invoice	Date	Description	Amount
	2477311	04/01/2016	REFUSE SVC 3/1-3/31/16	\$1,431,190.29
4223	03/18/2016		PROSPEROUS GREEN, INC.	\$59.43
	Invoice	Date	Description	Amount
	3/18/16	03/18/2016	REPLACED REFUND CHECK #4167	\$59.43
4224	03/18/2016		MEXIM LIQUOR	\$184.24
	Invoice	Date	Description	Amount
	3/18/16-A	03/18/2016	REFUND-ACCT #008913	\$184.24
4225	03/18/2016		MICHAEL ANTONIO COMMERCIAL,	\$130.75
	Invoice	Date	Description	Amount
	3/18/16-B	03/18/2016	REFUND-ACCT #078910	\$130.75
4226	03/18/2016		SHANGDE FASHION, INC.	\$84.64
	Invoice	Date	Description	Amount
	3/18/16-C	03/18/2016	REFUND-ACCT #078282	\$84.64
4227	03/18/2016		SUPERSTAR PET SHOP, INC.	\$12.28
	Invoice	Date	Description	Amount
	3/18/16-D	03/18/2016	REFUND-ACCT #077253	\$12.28
4228	03/18/2016		STIGER, INC.	\$266.63
	Invoice	Date	Description	Amount
	3/18/16	03/18/2016	REFUND-ACCT #081558	\$266.63
4229	03/18/2016		CLARION CONSTRUCTION	\$2,187.21
	Invoice	Date	Description	Amount
	3/18/16	03/18/2016	CONSTRUCTION DEPOSIT REFUND-ACCT #076003	\$2,187.21

**CITY OF INDUSTRY
WELLS FARGO REFUSE
April 14, 2016**

Check	Date	Payee Name		Check Amount
REFUSE - Refuse Account				
4230	03/18/2016	CITY OF INDUSTRY DISPOSAL CO.		\$428.24
	Invoice	Date	Description	Amount
	03/18/16	03/18/2016	REFUND-VV ACCTS #102501 & #077732	\$428.24
4231	03/21/2016	SYNN GENTLEMANS CLUB		\$29,147.03
	Invoice	Date	Description	Amount
	03/21/16	03/21/2016	CONSTRUCTION DEPOSIT REFUND-ACCT #080029	\$29,147.03

Checks	Status	Count	Transaction Amount
	Total	10	\$1,463,690.74

CITY OF INDUSTRY
WELLS FARGO VOIDED CHECKS
April 14, 2016

Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
62065	07/09/2015	03/23/2016	AREA D	(\$900.00)
	Invoice	Date	Description	Amount
	1411	06/18/2015	AREA "D" DUES 2014-2015	(\$900.00)
63577	02/29/2016	03/22/2016	ASSOC. OF PUBLIC TREASURERS	(\$145.00)
	Invoice	Date	Description	Amount
	ID#3519	01/27/2016	MEMBERSHIP RENEWAL-P. TUCKER	(\$145.00)

Check	Status	Count	Transaction Amount
	Total	2	(\$1,045.00)

**CITY OF INDUSTRY
WELLS FARGO BANK
April 14, 2016**

Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
63735	03/21/2016		INDUSTRY PUBLIC UTILITY	\$2,277.77
	Invoice	Date	Description	Amount
	2016-00001145	03/15/2016	02/10-03/10/16 SVC - METROLINK	\$2,277.77
63736	03/21/2016		PAETEC COMMUNICATIONS	\$763.66
	Invoice	Date	Description	Amount
	59246177	03/10/2016	PHONE SVC-MAR 2016	\$763.66
63737	03/21/2016		SAN GABRIEL VALLEY WATER CO.	\$196.40
	Invoice	Date	Description	Amount
	2016-00001146	03/16/2016	02/12-03/15/16 SVC - 14329 VALLEY	\$196.40
63738	03/21/2016		SO CALIFORNIA EDISON COMPANY	\$131.10
	Invoice	Date	Description	Amount
	2016-00001147	03/15/2016	02/11-03/14/16 SVC - 490 7TH U	\$69.62
	19835WAL-MAR16	03/16/2016	02/12-03/15/16 SVC - 19835 E WALNUT DR	\$61.48
63739	03/21/2016		VERIZON	\$232.21
	Invoice	Date	Description	Amount
	2016-00001149	03/04/2016	03/04-04/03/16 SVC - GS-21620 VALLEY BLVD	\$58.94
	2016-00001150	03/07/2016	03/07-04/06/16 SVC - GS-408 BREA CYN RD	\$25.25
	2016-00001151	03/10/2016	03/10-04/09/16 SVC - GENERATOR SITE-TELEMETRY	\$148.02
63740	03/22/2016		CITY OF CHINO HILL UTILITY	\$335.66
	Invoice	Date	Description	Amount
	2016-00001160	03/17/2016	02/16-03/15/16 SVC - 1550 RANCHO HILLS DR	\$335.66
63741	03/22/2016		SAN GABRIEL VALLEY WATER CO.	\$269.87
	Invoice	Date	Description	Amount
	2016-00001161	03/17/2016	02/16-03/16/16 SVC - 336 EL ENCANTO	\$120.78
	841 7TH-MAR16	03/18/2016	02/17-03/17/16 SVC - 841 S SEVENTH	\$149.09

**CITY OF INDUSTRY
WELLS FARGO BANK
April 14, 2016**

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
63742	03/22/2016			SO CALIFORNIA EDISON COMPANY	\$8,632.43
	Invoice	Date	Description	Amount	
	2016-00001152	03/18/2016	02/17-03/17/16 SVC - 1341 FULLERTON RD	\$36.08	
	2016-00001153	03/18/2016	02/17-03/17/16 SVC - 17635 GALE	\$1,422.94	
	2016-00001156	03/19/2016	02/17-03/17/16 SVC - PECK RD S/O PELLISSIER	\$36.87	
	841 7TH-MAR16	03/19/2016	02/17-03/17/16 SVC - 841 7TH AVE	\$635.05	
	2016-00001157	03/19/2016	02/17-03/17/16 SVC - VARIOUS SITES	\$4,786.39	
	2016-00001158	03/19/2016	02/17-03/17/16 SVC - VARIOUS SITES	\$1,623.02	
	2016-00001159	03/19/2016	02/17-03/17/16 SVC - VARIOUS SITES	\$92.08	
63743	03/22/2016			SO CALIFORNIA EDISON COMPANY	\$125.38
	Invoice	Date	Description	Amount	
	2016-00001155	03/19/2016	01/19-02/17/16 SVC - 19001 TONNER CYN RD	\$125.38	
63744	03/22/2016			SO CALIFORNIA EDISON COMPANY	\$12,219.60
	Invoice	Date	Description	Amount	
	7500647686	03/16/2016	02/01-02/29/16 SVC - 745 ANAHEIM-PUENTE RD	\$1,027.46	
	7500647696	03/16/2016	02/01-02/29/16 SVC - 133 N. AZUSA AVE	\$1,901.61	
	7500647685	03/16/2016	02/01-02/29/16 SVC - 208 S. WADDINGHAM WAY	\$3,667.31	
	7500647684	03/16/2016	02/01-02/29/16 SVC - OLD RANCH RD/MAYO AVE	\$5,623.22	
63745	03/22/2016			VERIZON	\$499.07
	Invoice	Date	Description	Amount	
	2016-00001162	03/10/2016	03/10-04/09/16 SVC - EM-21808 GARCIA LN	\$63.28	
	2016-00001163	03/10/2016	03/10-04/09/16 SVC - GENERATOR SITE-TELEMETRY	\$56.01	
	2016-00001164	03/10/2016	03/10-04/09/16 SVC - 600 BREA CYN RD	\$225.30	
	2016-00001165	03/10/2016	03/10-04/09/16 SVC - EM-21508 BAKER PKWY	\$56.01	
	841 7TH-MAR16	03/10/2016	03/10-04/09/16 SVC - 841 7TH AVE	\$98.47	
63746	03/30/2016			AT & T	\$269.79

**CITY OF INDUSTRY
WELLS FARGO BANK
April 14, 2016**

Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
	Invoice	Date	Description	Amount
	2016-00001174	03/17/2016	03/17-04/16/16 SVC - TONNER-RADIO	\$136.35
	2016-00001175	03/17/2016	03/17-04/16/16 SVC - TONNER-GUARD SHACK	\$133.44
63747	03/30/2016		GAS COMPANY, THE	\$33.71
	Invoice	Date	Description	Amount
	2016-00001176	03/22/2016	02/18-03/18/16 SVC - 610 S BREA CYN RD	\$33.71
63748	03/30/2016		L A COUNTY DEPT OF PUBLIC	\$57,000.00
	Invoice	Date	Description	Amount
	DI160000007	12/16/2015	DEPOSIT - T/S AMAR RD & BALDWIN PARK BLVD	\$57,000.00
63749	03/30/2016		PITNEY BOWES, INC.	\$311.25
	Invoice	Date	Description	Amount
	8554990-DC15	12/13/2016	POSTAGE MACHINE-DEC 2015	\$103.75
	8554990-JA16	01/13/2016	POSTAGE MACHINE-JAN 2015	\$103.75
	8554990-FB16	02/13/2016	POSTAGE MACHINE-FEB 2016	\$103.75
63750	03/30/2016		PITNEY BOWES, INC.	\$103.75
	Invoice	Date	Description	Amount
	8554990-MR16	03/13/2016	POSTAGE MACHINE-MAR 2016	\$103.75
63751	03/30/2016		SO CALIFORNIA EDISON COMPANY	\$45,127.55
	Invoice	Date	Description	Amount
	2016-00001177	03/19/2016	02/01-03/01/16 SVC - VARIOUS SITES	\$3,814.51
	2016-00001178	03/19/2016	02/01/13-03/01/16 SVC - VARIOUS SITES	\$35,516.23
	2016-00001179	03/19/2016	12/17/15-03/17/16 SVC - VARIOUS SITES	\$2,909.75
	2016-00001180	03/19/2016	01/28-03/17/16 SVC - VARIOUS SITES	\$2,757.47
	2016-00001181	03/24/2016	02/23-03/23/16 SVC - 575 S BREA CYN	\$24.89
	2016-00001182	03/24/2016	02/23-03/23/16 SVC - 580 S BREA CYN	\$24.75
	2016-00001183	03/24/2016	02/23-03/23/16 SVC - 21380 VALLEY PED	\$79.95

**CITY OF INDUSTRY
WELLS FARGO BANK
April 14, 2016**

Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
63752	03/30/2016		SO CALIFORNIA EDISON COMPANY	\$47.68
	Invoice	Date	Description	Amount
	2016-00001184	03/25/2016	02/24-03/24/16 SVC - 5010 ENGLISH RD	\$47.68
63753	03/30/2016		SUBURBAN WATER SYSTEMS	\$1,982.90
	Invoice	Date	Description	Amount
	180050747913	03/21/2016	02/23-03/21/16 SVC - 205 HUDSON AVE	\$41.78
	180040807508	03/22/2016	02/24-03/22/16 SVC - AZUSA & GEMINI	\$1,941.12
63754	03/30/2016		VERIZON	\$489.16
	Invoice	Date	Description	Amount
	2016-00001167	03/16/2016	03/16-04/15/16 SVC - GENERATOR SITE-TELEMETRY	\$48.11
	2016-00001168	03/16/2016	03/16-04/15/16 SVC - PH AUTO PLAZA	\$163.08
	2016-00001169	03/16/2016	03/16-04/15/16 SVC - BREA CYN PUMP STN	\$66.09
	2016-00001170	03/19/2016	03/19-04/18/16 SVC - GENERATOR SITE-TELEMETRY	\$42.54
	2016-00001171	03/19/2016	03/19-04/18/16 SVC - ELECTRIC MODEM	\$56.01
	2016-00001172	03/19/2016	03/19-04/18/16 SVC - EM-21415 BAKER PKWY	\$53.67
	2016-00001173	03/19/2016	03/19-04/18/16 SVC - FOLLOW'S CAMP	\$59.66
63755	03/31/2016		4IMPRINT, INC	\$1,227.59
	Invoice	Date	Description	Amount
	11894262	03/31/2016	PORTFOLIO SETS	\$1,227.59
63756	04/05/2016		GAS COMPANY, THE	\$89.26
	Invoice	Date	Description	Amount
	2016-00001197	03/29/2016	02/25-03/25/16 SVC - 15415 DON JULIAN RD	\$89.26
63757	04/05/2016		SAN GABRIEL VALLEY WATER CO.	\$5,072.63
	Invoice	Date	Description	Amount
	2016-00001185	03/28/2016	02/25-03/25/16 SVC - PELLISSIER	\$208.50

**CITY OF INDUSTRY
WELLS FARGO BANK
April 14, 2016**

Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
	2016-00001186	03/28/2016	02/25-03/25/16 SVC - PELLISSIER	\$265.25
	2016-00001187	03/28/2016	02/25-03/25/16 SVC - CROSSROADS PKWY STA 111-	\$371.09
	2016-00001188	03/28/2016	02/25-03/25/16 SVC - CROSSROADS PKWY STA 129-	\$722.81
	2016-00001189	03/28/2016	02/25-03/25/16 SVC - CROSSROADS PKWY NORTH	\$981.97
	2016-00001190	03/28/2016	02/25-03/25/16 SVC - CROSSROADS PKWY SOUTH	\$918.92
	2016-00001191	03/28/2016	02/25-03/25/16 SVC - CROSSROADS PKWY STA 103-	\$118.91
	2016-00001192	03/28/2016	02/25-03/25/16 SVC - CROSSROADS PKWY SOUTH	\$384.70
	2016-00001193	03/28/2016	02/25-03/25/16 SVC - PELLISSIER	\$175.32
	2016-00001194	03/28/2016	02/25-03/25/16 SVC - IRRIG SALT LAKE/SEVENTH	\$178.98
	2016-00001195	03/28/2016	02/25-03/25/16 SVC - S/E COR OF PELLISSIER	\$421.20
	2016-00001196	03/28/2016	02/25-03/25/16 SVC - PECK/UNION PACIFIC BRIDGE	\$324.98
63758	04/05/2016		SO CALIFORNIA EDISON COMPANY	\$1,027.54
	Invoice	Date	Description	Amount
	2016-00001198	03/29/2016	02/01-03/24/16 SVC - 600 S BREA CYN RD	\$110.58
	2016-00001199	03/29/2016	02/25-03/28/16 SVC - 745 ANAHEIM PUENTE RD CP	\$71.58
	2016-00001200	03/29/2016	02/25-03/28/16 SVC - 17378 E GALE B	\$44.22
	2016-00001201	03/30/2016	02/25-03/28/16 SVC - BREA CYN-VARIOUS SITES	\$569.84
	2016-00001202	03/31/2016	02/29-03/30/16 SVC - 137 N HUDSON AVE	\$231.32
63759	04/05/2016		VERIZON	\$229.56
	Invoice	Date	Description	Amount
	2016-00001203	03/22/2016	03/22-04/21/16 SVC - GENERATOR SITE-TELEMETRY	\$58.94
	2016-00001204	03/22/2016	03/22-04/21/16 SVC - ELECTRIC MODEM	\$53.67
	2016-00001205	03/25/2016	03/25-04/24/16 SVC - ELECTRIC MODEM	\$63.28
	2016-00001206	03/25/2016	03/25-04/24/16 SVC - ELECTRIC MODEM	\$53.67
63760	04/14/2016		ADMIN SURE	\$1,900.00
	Invoice	Date	Description	Amount
	9221	03/15/2016	CLAIM ADMIN-APR 2016	\$1,900.00

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WELLS FARGO BANK
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Check	Date	Payee Name		Check Amount
CITY.WF.CHK - City General Wells Fargo				
63761	04/14/2016	ALVAKA NETWORKS		\$18,600.17
	Invoice	Date	Description	Amount
	156445	03/28/2016	ADD'L HOURS FOR MARCH 2016	\$5,440.00
	156482	04/01/2016	NETWORK MAINT-MAY 2016	\$6,540.17
	156455	04/01/2016	NETWORK MAINT-MAY 2016	\$6,620.00
63762	04/14/2016	AT & T		\$176.00
	Invoice	Date	Description	Amount
	5582931301	03/23/2016	02/19-03/18/16 SVC - METROLINK	\$176.00
63763	04/14/2016	AVANT-GARDE, INC		\$2,106.25
	Invoice	Date	Description	Amount
	3954	03/18/2016	PROJECT MGMT SVC-CITY BRIDGES	\$500.00
	3953	03/18/2016	PROJECT MGMT SVC-CITY BRIDGES	\$1,606.25
63764	04/14/2016	BIGGS CARDOSA ASSOCIATES, INC.		\$21,773.77
	Invoice	Date	Description	Amount
	68862	02/05/2016	REPAINTING AZUSA AVE BRIDGE	\$2,451.42
	69103	03/05/2016	REPAINTING AZUSA AVE BRIDGE	\$19,322.35
63765	04/14/2016	BRYAN PRESS		\$741.98
	Invoice	Date	Description	Amount
	0074653	03/16/2016	BUSINESS CARDS-S. PARAGAS	\$44.15
	0074671	03/22/2016	COI-ENVELOPES	\$331.58
	0074622	03/09/2016	BUSINESS CARDS-HELLING,FLORES, AND	\$131.35
	0074542	03/09/2016	BUSINESS CARDS-	\$234.90
63766	04/14/2016	CASC ENGINEERING AND		\$11,975.23
	Invoice	Date	Description	Amount
	35196	01/31/2016	NPDES ENGINEERING SVC-COI	\$5,076.00
	35197	01/31/2016	NPDES ENGINEERING SVV-FOLLOW'S CAMP	\$6,899.23

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Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
63767	04/14/2016		CDW GOVERNMENT LLC	\$578.51
	Invoice	Date	Description	Amount
	CKW0572	03/16/2016	COMPUTER SUPPLIES	\$172.88
	CLL7148	03/18/2016	COMPUTER SUPPLIES	\$405.63
63768	04/14/2016		CHEM PRO LABORATORY, INC	\$269.00
	Invoice	Date	Description	Amount
	601223	02/23/2016	WATER TREATMENT-FEB 2016	\$269.00
63769	04/14/2016		CITY OF INDUSTRY-MEDICAL	\$235,000.00
	Invoice	Date	Description	Amount
	REG 4/14/16	04/06/2016	TRANSFER FUNDS-MEDICAL	\$235,000.00
63770	04/14/2016		CITY OF INDUSTRY-PAYROLL ACCT	\$80,000.00
	Invoice	Date	Description	Amount
	P/R 3/31/16	03/29/2016	PAYROLL REIMBURSEMENT FOR 3/31/16	\$80,000.00
63771	04/14/2016		CITY OF INDUSTRY-PETTY CASH	\$703.80
	Invoice	Date	Description	Amount
	04/04/16	04/04/2016	REIMBURSE PETTY CASH	\$703.80
63772	04/14/2016		CNC ENGINEERING	\$268,552.89
	Invoice	Date	Description	Amount
	44554	03/31/2016	INDUSTRY 66KV ELEC SUBSTATION FACILITY	\$325.42
	44556	03/31/2016	ON-CALL STREET MAINT PROGRAM	\$1,194.09
	44557	03/31/2016	VALLEY BLVD PCC PAVEMENT RECONSTRUCTION	\$6,302.24
	44558	03/31/2016	CLARK AVE WIDENING	\$16,722.57
	44559	03/31/2016	2015 CLEANOUT OF STORM WATER DEVICES	\$633.35
	44560	03/31/2016	GENENERAL ENGINEERING-CIP	\$76,959.07
	44561	03/31/2016	GENENERAL ENGINEERING 3/7-3/27/16	\$72,467.46

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Check	Date	Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo			
44562	03/31/2016	TONNER CYN PROPERTY	\$9,006.32
44563	03/31/2016	PUENTE VALLEY OPERABLE UNIT	\$1,429.94
44564	03/31/2016	CITY ELECTRICAL FACILITIES	\$162.71
44565	03/31/2016	EXPANSION OF THE RECLAIMED WATER SYSTEM	\$1,982.75
44566	03/31/2016	MAINT OF CITY HALL	\$1,767.55
44567	03/31/2016	MAINT OF IMC BLDG	\$156.88
44568	03/31/2016	HOMESTEAD MUSEUM MAINT	\$1,924.43
44569	03/31/2016	OPERATION AND MAINT OF METRO SOLAR PARKNG	\$5,867.37
44570	03/31/2016	TRAFFIC SIGNAL AT DON JULIAN/SIXTH AVE	\$964.60
44571	03/31/2016	SANITATION DISTRICT INTERMODAL FACILITY	\$162.71
44572	03/31/2016	1135 HATCHER AVE BUILDING	\$1,960.47
44573	03/31/2016	TRAFFIC SIGNAL AT NELSON/SUNSET	\$162.71
44574	03/31/2016	PACIFIC PALMS IMPROVEMENTS	\$319.59
44576	03/31/2016	INDUSTRY HILLS FUEL STN MAINT	\$313.76
44577	03/31/2016	PROPERTY MGMT FOR CITY OWNED PROPERTIES	\$3,807.72
44578	03/31/2016	AZUSA AVE OVER VALLEY BLVD BRIDGE	\$3,146.61
44579	03/31/2016	HIGHWAY BRIDGE PROGRAM FUNDING	\$162.71
44580	03/31/2016	205 HUDSON AVE - SHERIFF YAL OFFICES	\$470.64
44581	03/31/2016	FISCAL YEAR BUDGET	\$5,138.88
44582	03/31/2016	CROSSROADS PKY SOUTH PCC PAVEMENT	\$17,009.57
44583	03/31/2016	VARIOUS ASSIGNMENTS - SA TO IUDA	\$5,274.06
44584	03/31/2016	CITY PROPERTY - 110 ACRES SOUTH OF	\$759.50
44585	03/31/2016	METROLINK STN/COMMUTER RAIL STN	\$313.76
44586	03/31/2016	REPAIRS/UPGRADES-STORM WATER PUMP	\$313.76
44587	03/31/2016	GATEWAY CITIES COUNCIL OF GOVERNMENT	\$641.83
44588	03/31/2016	MAINT OF YARD AT 1123 HATCHER AVE	\$820.44
44589	03/31/2016	ARENTH AVE RECONSTRUCTION	\$1,411.92
44590	03/31/2016	CITY OF INDUSTRY MUNICIPAL CODE COMPLIANCE	\$470.64
44591	03/31/2016	2015-2016 TARGET SPEED SURVEY	\$1,255.04
44592	03/31/2016	CIVIC FINANCIAL CENTER PARKING LOT	\$506.68
44593	03/31/2016	PECK ROAD STORM DRAIN DEBRIS REMOVAL	\$156.88

**CITY OF INDUSTRY
WELLS FARGO BANK
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Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
	44594	03/31/2016	CITY OF INDUSTRY PAVEMENT MGMT SYSTEM	\$902.06
	44596	03/31/2016	SURVEY OF MUNICIPALITIES	\$1,862.42
	44597	03/31/2016	FULLERTON ROAD GRADE SEPARATION	\$4,043.64
	44598	03/31/2016	ALAMEDA CORRIDOR EAST RELATED PROJECTS	\$3,953.55
	44599	03/31/2016	FAIRWAY DR GRADE SEPARATION	\$13,604.33
	44600	03/31/2016	NOGALES GRADE SEPARATION	\$1,740.26
63773	04/14/2016		CNC ENGINEERING	\$162.71
	Invoice	Date	Description	Amount
	44555	03/31/2016	ADVANCED TRAFFIC MGMT SYSTEMS	\$162.71
63774	04/14/2016		CONSOLIDATED ELECTRICAL DIST.	\$561.56
	Invoice	Date	Description	Amount
	3301-500946	03/18/2016	ELECTRICAL POWER PACK-CITY HALL	\$116.96
	3301-500760	03/15/2016	ELECTRICAL SENSOR-CITY HALL	\$444.60
63775	04/14/2016		COUNTY OF LA DEPT OF PUBLIC	\$97,134.23
	Invoice	Date	Description	Amount
	PW-16030810093	03/08/2016	TRAFFIC SIGNAL MAINT	\$11,892.54
	PW-16030809826	03/08/2016	REPLACE PAVEMENT STRIPING	\$169.67
	PW-16030809825	03/08/2016	PAVEMENT STRIPING	\$231.36
	PW-16030809823	03/08/2016	PAVEMENT STRIPING	\$231.36
	PW-16030809857	03/08/2016	EMERGENCY CALL OUT SERVICE	\$331.31
	PW-16030809863	03/08/2016	PAVEMENT STRIPING	\$308.48
	PW-16030809833	03/08/2016	LITTER/DEBRIS REMOVAL	\$1,062.26
	PW-16030809830	03/08/2016	STORM DRAIN MAINT	\$1,547.58
	PW-16030809828	03/08/2016	STORM DAMAGE RESPONSE	\$1,873.71
	PW-16030809829	03/08/2016	CONCRETE REPAIRS	\$2,414.78
	PW-16030809846	03/08/2016	PUMP HOUSE MAINT	\$6,877.47
	PW-16030809941	03/08/2016	TEMPLE AVE STRIPING	\$2,277.44
	PW-16030809895	03/08/2016	PAVEMENT STRIPING/MARKING	\$7,222.90

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Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
	PW-16030809831	03/08/2016	INSPECTION OF SIDEWALK		\$8,216.31
	PW-16030809840	03/08/2016	TRAFFIC ENGINEERING SVC		\$9,507.76
	PW-16030809892	03/08/2016	PAVEMENT MARKINGS		\$9,992.24
	PW-16030809891	03/08/2016	STRIPING-VARIOUS STREETS		\$13,327.30
	PW-16030809834	03/08/2016	PAVEMENT PATCHING		\$16,786.32
	PW-16030809832	03/08/2016	STREET MAINT/INSPECTION		\$2,863.44
63776	04/14/2016			COUNTY SANITATION DISTRICTS OF	\$45,999.33
	Invoice	Date	Description	Amount	
	8208027901-015	03/10/2016	WASTEWATER SVC-EL ENCANTO FY 15/16	\$10,636.10	
	8262011900-015	03/10/2016	WASTEWATER SVC-INDUSTRY HILLS FY 15/16	\$948.00	
	8247013904-015	03/22/2016	WASTEWATER SVC-INDUSTRY HILLS FY 15/16	\$34,415.23	
63777	04/14/2016			DAKOTA BACKFLOW CO.	\$1,270.00
	Invoice	Date	Description	Amount	
	37979	02/19/2016	ANNUAL TESTING-VARIOUS SITES	\$160.00	
	38214	03/10/2016	REPLACE B/F DEVICE-CITY HALL	\$1,110.00	
63778	04/14/2016			DEPT OF ANIMAL CARE & CONTROL	\$2,748.31
	Invoice	Date	Description	Amount	
	03/15/16	03/15/2016	SHELTER COSTS-FEB 2016	\$2,748.31	
63779	04/14/2016			ELECTRA-MEDIA, INC	\$1,763.00
	Invoice	Date	Description	Amount	
	4431	03/15/2016	PUENTE HILLS AUTO DISPLAY-APR 2016	\$1,763.00	
63780	04/14/2016			ENCO UTILITY SERVICES	\$7,609.50
	Invoice	Date	Description	Amount	
	0113-0038MR	03/10/2016	METER READING-VARIOUS ITES	\$2,263.50	
	20-3-03-16	03/31/2016	CUSTOMER ACCOUNT SERVICES	\$2,500.00	
	0612-000395S	03/10/2016	METER SYSTEM MONITORING-METRO SOLAR	\$2,846.00	

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Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
63781	04/14/2016		FERGUSON ENTERPRISES, INC	\$39.09
	Invoice	Date	Description	Amount
	3039546	03/01/2016	BLACKFLOW DEVICE-IMC BOILER ROOM	\$39.09
63782	04/14/2016		FRAZER, LLP	\$73,745.00
	Invoice	Date	Description	Amount
	142236	03/31/2016	COI-ACCTG SVC 3/16-3/31/16	\$37,250.00
	142034	03/15/2016	COI-ACCTG SVC 3/1-3/15/16	\$36,495.00
63783	04/14/2016		FUEL PROS, INC.	\$637.50
	Invoice	Date	Description	Amount
	24367	03/11/2016	INDUSTRY HILLS FUEL STN MAINT	\$150.00
	23651	01/29/2016	INDUSTRY HILLS FUEL STN MAINT	\$150.00
	22190	01/29/2016	INDUSTRY HILLS FUEL STN MAINT	\$337.50
63784	04/14/2016		GMS ELEVATOR SERVICES, INC	\$138.00
	Invoice	Date	Description	Amount
	00082492	04/01/2016	MONTHLY EVEVATOR SVC-APR 2016	\$138.00
63785	04/14/2016		GONSALVES & SON, JOE A.	\$5,000.00
	Invoice	Date	Description	Amount
	26004	03/15/2016	LEGISLATIVE SVC-APR 2016	\$5,000.00
63786	04/14/2016		HADDICK'S AUTO BODY	\$690.89
	Invoice	Date	Description	Amount
	155612	03/17/2016	CONTAINER STORAGE	\$100.00
	047650	03/22/2016	AUTO MAINT-LIC 6UBX655	\$241.82
	047642	03/22/2016	AUTO MAINT-LIC 1370863	\$89.25
	047646	03/22/2016	AUTO MAINT-LIC 1320295	\$167.45
	047647	03/22/2016	AUTO MAINT-LIC 7C21316	\$69.00

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Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
	047648	03/22/2016	AUTO MAINT-LIC 1465797	\$23.37
63787	04/14/2016		HINDERLITER, DE LLAMAS AND	\$86,326.30
	Invoice	Date	Description	Amount
	0025268-IN	03/15/2016	CONTRACT/AUDIT SALES TAX SVC	\$86,326.30
63788	04/14/2016		HOME DEPOT CREDIT SERVICE	\$61.80
	Invoice	Date	Description	Amount
	1014813	03/08/2016	CLOSET ROD FOR CONTROLLER'S OFFICE-CITY	\$10.83
	8023184	03/01/2016	PVC UNION FOR BACKFLOW DEVICE-IMC BOILER	\$7.39
	5060427	03/04/2016	EQUIPMENT FOR BILL HAYES	\$43.58
63789	04/14/2016		HUNTER ELECTRIC SERVICE, INC.	\$2,040.73
	Invoice	Date	Description	Amount
	2015-019	01/19/2016	REPLACE METER PEDESTAL-AUTO MALL EAST	\$2,040.73
63790	04/14/2016		IMAGING PRODUCTS	\$1,643.97
	Invoice	Date	Description	Amount
	109634	03/17/2016	POCKET CAMCORDERS FOR SHERIIF'S DEPT	\$1,643.97
63791	04/14/2016		INDUSTRY SECURITY SERVICES	\$57,121.95
	Invoice	Date	Description	Amount
	14-17145	04/01/2016	SECURITY SVC-TRES HERMANOS	\$2,239.74
	14-17134	04/01/2016	SECURITY SVC 3/25-3/31/16	\$17,537.30
	14-17076	03/25/2016	SECURITY SVC 3/18-3/24/16	\$16,516.88
	14-17087	03/25/2016	SECURITY SVC-TRES HERMANOS	\$2,218.67
	14-17014	03/18/2016	SECURITY SVC 3/11-3/17/16	\$16,422.24
	14-17025	03/18/2016	SECURITY SVC-TRES HERMANOS	\$2,187.12
63792	04/14/2016		INTERNATIONAL LINE BUILDERS	\$86,601.08
	Invoice	Date	Description	Amount

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CITY.WF.CHK - City General Wells Fargo				
	793101	02/29/2016	ELECTRICAL SVC-EAST END DEVELOPMENT	\$4,310.49
	793100	02/17/2016	ELECTRICAL SVC-EAST END DEVELOPMENT	\$82,290.59
63793	04/14/2016		INTERTIE	\$8,944.03
	Invoice	Date	Description	Amount
	1687	03/10/2016	ENERGY CONSULTING-METRO SOLAR	\$8,944.03
63794	04/14/2016		IUDA - PROJECT 2	\$4,157.48
	Invoice	Date	Description	Amount
	03/31/16	03/31/2016	REFUND FOR AQMD PERMIT FOR IBC PROJECT	\$4,157.48
63795	04/14/2016		JANUS PEST MANAGEMENT	\$1,145.00
	Invoice	Date	Description	Amount
	175377	03/01/2016	PEST CONTROL SVC-HOMESTEAD	\$580.00
	174685	02/01/2016	PEST CONTROL SVC-TONNER CYN	\$125.00
	175220	02/20/2016	PEST CONTROL SVC-CITY HALL	\$145.00
	175221	02/25/2016	PEST CONTROL SVC-15660 STAFFORD	\$85.00
	174684	02/01/2016	PEST CONTROL SVC-TRES HERMANOS	\$125.00
	175222	02/20/2016	PEST CONTROL SVC-15559 RAUSCH RD	\$85.00
63796	04/14/2016		KIMLEY-HORN & ASSOCIATES, INC.	\$4,076.71
	Invoice	Date	Description	Amount
	7196560	10/31/2015	GENERAL TRAFFIC ENGINEERING AND REVIEW	\$4,076.71
63797	04/14/2016		L A COUNTY DEPT OF PUBLIC	\$4,571.88
	Invoice	Date	Description	Amount
	IN160000909	03/22/2016	ACCIDENT-CALIFORNIA @ NELSON AVE	\$1,886.79
	IN160000914	03/22/2016	ACCIDENT-VINELAND @ AMAR	\$1,051.45
	IN160000951	03/22/2016	ACCIDENT-AZUSA @ HURLEY ST	\$1,633.64
63798	04/14/2016		L A COUNTY DEPT OF PUBLIC	\$12,664.87

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Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
	Invoice	Date	Description	Amount
	SA160000356	03/16/2016	FINAL ACCOUNTING-CATCH BASIN CLEANOUT 2015	\$12,664.87
63799	04/14/2016		L A COUNTY SHERIFF'S	\$19,231.31
	Invoice	Date	Description	Amount
	163331NH	03/16/2016	SPECIAL EVENT-DIRECTED PATROL	\$18,550.15
	163489NH	03/30/2016	HELICOPTER SVC-FEB 2016	\$681.16
63800	04/14/2016		LA HABRA RELOCATION, INC.	\$2,192.00
	Invoice	Date	Description	Amount
	2580	02/05/2016	MOVE FURNITURE-CITY HALL	\$2,192.00
63801	04/14/2016		LA PUENTE VALLEY COUNTY	\$285.43
	Invoice	Date	Description	Amount
	BS;03/16	03/16/2016	WATER MONITORING-BOY SCOUTS RESERVOIR	\$285.43
63802	04/14/2016		LANG, HANSEN, O'MALLEY &	\$25,000.00
	Invoice	Date	Description	Amount
	5299	03/04/2016	LEGISLATIVE SVC-MAR 2016	\$25,000.00
63803	04/14/2016		LEAGUE OF CALIFORNIA CITIES	\$75.92
	Invoice	Date	Description	Amount
	158412	01/31/2016	MEMBERSHIP DUES 2016	\$75.92
63804	04/14/2016		LEIGHTON CONSULTING INC	\$1,063.46
	Invoice	Date	Description	Amount
	22246	03/14/2016	GEOTECHNICAL TESTING-66KV SUBSTATION	\$1,063.46
63805	04/14/2016		LOCKS PLUS	\$1,415.31
	Invoice	Date	Description	Amount
	33082	03/22/2016	RE-KEY LOCKS-CITY HALL	\$309.05

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Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
	33073	03/04/2016	REPAIRS ON LOCKS-HOMESTEAD	\$225.00
	33088	02/09/2016	INSTALL LINE ON FRONT DOOR-841 7TH AVE	\$126.16
	33080	03/16/2016	RE-KEY STILE AND LOBBY DOORS-CITY HALL	\$755.10
63806	04/14/2016		LOS ANGELES AREA COUNCIL	\$1,016.04
	Invoice	Date	Description	Amount
	#1/31/2016	01/31/2016	TONNER CYN WATER CHARGES FOR JAN 2016	\$462.12
	#02/28/2016	02/28/2016	TONNER CYN WATER CHARGES FOR FEB 2016	\$553.92
63807	04/14/2016		LOS ANGELES COUNTY FLOOD	\$108,441.56
	Invoice	Date	Description	Amount
	DI160000033	04/04/2016	BILLING #2-UPPER SAN GABRIEL RIVER WATER	\$108,441.56
63808	04/14/2016		METHOD TECHNOLOGIES	\$478.75
	Invoice	Date	Description	Amount
	31241	03/21/2016	UPDATE CITY WEBSITE	\$71.25
	31054	03/07/2016	UPDATE CITY WEBSITE	\$47.50
	HST30497	02/16/2016	UPDATE CITY WEBSITE	\$360.00
63809	04/14/2016		MR PLANT & INTERIOR BOTANICAL	\$710.00
	Invoice	Date	Description	Amount
	APR 3591	04/01/2016	PLANT MAINT-CITY HALL	\$588.00
	APR 3590	04/01/2016	PLANT MAINT-CITY HALL SECOND FLOOR	\$122.00
63810	04/14/2016		OLMOS PROFESSIONAL SERVICES	\$8,782.00
	Invoice	Date	Description	Amount
	206	03/31/2016	JANITORIAL SVC-FIRE PREVENTION STATION	\$1,815.00
	207	03/31/2016	JANITORIAL SVC-CITY HALL	\$5,500.00
	205	03/31/2016	JANITORIAL SVC-IMC	\$1,467.00
63811	04/14/2016		PHILIPS, PAUL J.	\$14.65

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Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
	Invoice	Date	Description	Amount
	03/22/2016	03/22/2016	REIMBURSE FOR EXPENSES-LUNCH MEETING	\$14.65
63812	04/14/2016		PLACEWORKS	\$4,667.50
	Invoice	Date	Description	Amount
	58651	02/29/2016	CT REALTY/WAREHOUSING DEV PLAN	\$1,891.25
	58661	02/29/2016	STAFF SERVICES	\$500.00
	58652	02/29/2016	CKE RESTAURANTHOLDINGS/TOMMY'S	\$2,276.25
63813	04/14/2016		POST ALARM SYSTEMS	\$273.25
	Invoice	Date	Description	Amount
	857746	03/08/2016	MONITORING SVC-HOMESTEAD	\$273.25
63814	04/14/2016		R.F. DICKSON CO., INC.	\$16,795.60
	Invoice	Date	Description	Amount
	2507838	02/29/2016	STREET & PARKING LOT SWEEPING	\$16,795.60
63815	04/14/2016		RICOH USA, INC.	\$1,103.69
	Invoice	Date	Description	Amount
	5041114007	03/17/2016	METER READING FOR COPIER	\$1,040.86
	5041028966	03/13/2016	METER READING FOR COPIER	\$62.83
63816	04/14/2016		ROWLAND WATER DISTRICT	\$878.44
	Invoice	Date	Description	Amount
	2016-00001215	03/31/2016	02/12-03/16/16 SVC - 1100 AZUSA AVE	\$152.66
	2016-00001216	03/31/2016	02/16-03/17/16 SVC - 17217 & 17229 CHESTNUT ST	\$362.49
	1123CHATCH-MAR16	03/31/2016	02/16-03/17/16 SVC - 1123C HATCHER ST	\$74.40
	1135HATCH-MAR16	03/31/2016	02/16-03/17/16 SVC - 1135 HATCHER ST	\$56.58
	2016-00001217	03/31/2016	02/16-03/17/16 SVC - 755 NOGALES (RC)	\$103.76
	2016-00001218	03/31/2016	02/16-03/17/16 SVC - AZUSA AVE (RC)	\$57.12
	1123DHATCH-MAR16	03/31/2016	02/16-03/17/16 SVC - 1123D HATCHER ST	\$71.43

**CITY OF INDUSTRY
WELLS FARGO BANK
April 14, 2016**

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
63817	04/14/2016			SAGE ENVIRONMENTAL GROUP	\$8,717.50
	Invoice	Date	Description	Amount	
	550	03/04/2016	BIOLOICAL SVC-FOLLOW'S CAMP	\$8,717.50	
63818	04/14/2016			SAN GABRIEL VALLEY FAMILY	\$4,300.00
	Invoice	Date	Description	Amount	
	2727	03/31/2016	GRAFFITI REMOVAL-MAR 2016	\$4,300.00	
63819	04/14/2016			SATSUMA LANDSCAPE & MAINT.	\$150,814.57
	Invoice	Date	Description	Amount	
	0316CHTA	03/30/2016	LANDSCAPE SVC-VARIOUS AGENCY SITES	\$34,925.00	
	0316TACH	03/30/2016	LANDSCAPE SVC-VARIOUS CITY SITES	\$115,889.57	
63820	04/14/2016			SHELL ENERGY NORTH AMERICA-	\$86,832.00
	Invoice	Date	Description	Amount	
	1608254	04/04/2016	WHOLESALE USE-MAR 2016	\$86,832.00	
63821	04/14/2016			SNOWDEN ELECTRIC COMPANY,	\$7,539.00
	Invoice	Date	Description	Amount	
	16-0158	03/09/2016	STREET LIGHTING MAINT-VARIOUS SITES	\$1,103.00	
	16-0156	03/09/2016	MAINT SVC-METRO SOLAR	\$1,090.00	
	16-0105	01/14/2016	MAINT SVC-METRO SOLAR	\$5,346.00	
63822	04/14/2016			SO CAL INDUSTRIES	\$268.70
	Invoice	Date	Description	Amount	
	217238	03/04/2016	RR RENTAL-TONNER CYN/GRAND AVE	\$93.87	
	217809	03/09/2016	RR RENTAL-TONNER CYN-57 FWY	\$84.90	
	219906	03/25/2016	FENCE RENTAL-INDUSTRY HILLS	\$89.93	
63823	04/14/2016			SO CALIFORNIA EDISON COMPANY	\$574.25

**CITY OF INDUSTRY
WELLS FARGO BANK
April 14, 2016**

Check	Date			Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo					
	Invoice	Date	Description		Amount
	2016-00001210	04/01/2016	02/29-03/30/16 SVC - VARIOUS SITES		\$558.36
	2016-00001211	04/02/2016	03/01-04/01/16 SVC - 1 VALLEY/AZUSA		\$15.89
63824	04/14/2016			SQUARE ROOT GOLF &	\$183,403.47
	Invoice	Date	Description		Amount
	1218H	03/30/2016	LANDSCAPE SVC-VARIOUS CITY SITES		\$123,349.12
	1217ELHM	03/30/2016	LANDSCAPE SVC-VARIOUS CITY SITES		\$42,087.35
	1216ELHM	03/30/2016	LANDSCAPE SVC-VARIOUS AGENCY SITES		\$17,967.00
63825	04/14/2016			STAPLES BUSINESS ADVANTAGE	\$1,208.20
	Invoice	Date	Description		Amount
	8038519721	03/19/2016	OFFICE SUPPLIES		\$329.65
	8038432832	03/12/2016	OFFICE SUPPLIES		\$662.62
	8038615599	03/26/2016	OFFICE SUPPLIES		\$215.93
63826	04/14/2016			STATE BOARD OF EQUALIZATION	\$234.66
	Invoice	Date	Description		Amount
	ID:0002 3316 682	03/29/2016	FIRE PREVENTION FEE-FOLLOW'S CAMP		\$234.66
63827	04/14/2016			STATE COMPENSATION INS. FUND	\$2,937.08
	Invoice	Date	Description		Amount
	APRIL 2016	04/01/2016	PREMIUM FOR 4/1-5/1/16		\$2,937.08
63828	04/14/2016			SUNRISE ROOFING	\$1,740.00
	Invoice	Date	Description		Amount
	03/10/2016	03/10/2016	ROOF REPAIR-841 7TH AVE		\$1,740.00
63829	04/14/2016			SWEINHART ELECTRIC COMPANY	\$319.00
	Invoice	Date	Description		Amount
	10491	02/20/2016	GENERATOR SVC-CITY HALL		\$319.00

**CITY OF INDUSTRY
WELLS FARGO BANK
April 14, 2016**

Check	Date		Payee Name	Check Amount
CITY.WF.CHK - City General Wells Fargo				
63830	04/14/2016		THEE BEST ROOTER & PLUMBING	\$290.00
	Invoice	Date	Description	Amount
	4917	03/20/2016	PLUMBING REPAIR-205 HUDSON	\$290.00
63831	04/14/2016		THIENES ENGINEERING INC.	\$975.00
	Invoice	Date	Description	Amount
	42613	02/29/2016	BREA CYN GRADING REPAIR	\$975.00
63832	04/14/2016		TRIMARK ASSOCIATES, INC.	\$1,726.67
	Invoice	Date	Description	Amount
	EB1100E	03/01/2016	MAINT SVC-METRO SOLAR	\$1,726.67
63833	04/14/2016		VANGUARD CLEANING SYSTEMS,	\$925.00
	Invoice	Date	Description	Amount
	20409	04/01/2016	JANITORIAL SVC-HOMESTEAD	\$925.00
63834	04/14/2016		VERIZON	\$158.81
	Invoice	Date	Description	Amount
	2016-00001212	03/28/2016	03/28-04/27/16 SVC - EM-21912 GARCIA LN	\$63.28
	2016-00001213	03/28/2016	03/28-04/27/16 SVC - EM-179 S. GRAND AVE	\$39.52
	2016-00001214	03/28/2016	03/28-04/27/16 SVC - ELECTRIC MODEM	\$56.01
63835	04/14/2016		VERIZON WIRELESS - LA	\$114.03
	Invoice	Date	Description	Amount
	9762825548	03/26/2016	02/27-03/26/16 SVC - MOBILE BROADBAND	\$114.03
63836	04/14/2016		WASTE SYSTEMS TECHNOLOGY,	\$20,513.75
	Invoice	Date	Description	Amount
	COI-3-2016	03/10/2016	COMMERCIAL WASTE PROGRAM	\$20,513.75

**CITY OF INDUSTRY
WELLS FARGO BANK
April 14, 2016**

Check	Date	Payee Name			Check Amount
CITY.WF.CHK - City General Wells Fargo					
63837	04/14/2016	WEATHERITE SERVICE			\$762.00
	Invoice	Date	Description	Amount	
	L166279	03/11/2016	A/C MAINT-IMC BLDG	\$392.00	
	L166289	03/11/2016	A/C MAINT-15660 STAFFORD/15559 RAUSCH	\$370.00	

Checks	Status	Count	Transaction Amount
	Total	103	\$1,954,706.64

CITY COUNCIL

ITEM NO. 5.2

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
OCTOBER 8, 2015
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CALL TO ORDER

The Regular Meeting of the City Council of the City of Industry, California, was called to order by Mayor Mark D. Radecki at 9:00 a.m. in the City of Industry Council Chamber, 15651 East Stafford Street, California.

FLAG SALUTE

The flag salute was led by Mayor Mark D. Radecki.

ROLL CALL

PRESENT: Mark D. Radecki, Mayor
Cory C. Moss, Mayor Pro Tem
Abraham N. Cruz, Council Member
Newell W. Ruggles, Council Member

ABSENT: Roy Haber, Council Member

MOTION BY COUNCIL MEMBER CRUZ, AND SECOND BY MAYOR PRO TEM MOSS TO GRANT COUNCIL MEMBER HABER AN EXCUSED ABSENCE. MOTION CARRIED 4-0, WITH COMMISSIONER HABER ABSENT.

STAFF PRESENT: Paul J. Philips, City Manager; James M. Casso, City Attorney; Cecelia Dunlap, Deputy City Clerk; John Ballas, City Engineer; and Brian James, Planning Director.

PUBLIC COMMENTS

There were no public comments.

CONSENT CALENDAR

Mayor Radecki recused himself from check number 62773 for item 1 (Register of Demands) because he had a potential or actual financial conflict of interest in that he is employed by Square Root Golf and Landscape.

Mayor Pro Tem Moss recused herself from check number 62729 for item 1 (Register of Demands) because she had a potential or actual financial conflict of interest in that she is employed by CNC Engineering.

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
OCTOBER 8, 2015
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Council Member Ruggles recused himself from check number 62740 for item 1 (Register of Demands) because he had a potential or actual financial conflict of interest in that he is employed by Haddick's Auto Body.

Council Member Cruz recused himself from check number 62773 for item 1 (Register of Demands) because he had a potential or actual financial conflict of interest in that he is employed by Square Root Golf & Landscape.

City Attorney Casso indicated that with Council Member Haber absent, check number 62773 for item 1 (Register of Demands) could not be approved and should be pulled from the agenda, and brought back to the City Council at their next regular scheduled meeting for approval.

MOTION BY MAYOR PRO TEM MOSS, AND SECOND BY COUNCIL MEMBER RUGGLES THAT CHECK NUMBER 62773 ON ITEM 1 (REGISTER OF DEMANDS) BE REMOVED FROM THE AGENDA, AND BROUGHT BACK FOR APPROVAL AT THE NEXT REGULAR SCHEDULED MEETING, AND THE RECOMMENDATIONS BE ACCEPTED FOR THE REMAINING ITEMS LISTED ON THE CONSENT CALENDAR, WITH MAYOR PRO TEM MOSS RECUSING FROM CHECK NUMBER 62729 ON ITEM 1 (REGISTER OF DEMANDS), AND WITH COUNCIL MEMBER RUGGLES RECUSING FROM CHECK NUMBER 62740 ON ITEM 1 (REGISTER OF DEMANDS). MOTION CARRIED 4-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	CRUZ, RUGGLES, MOSS, RADECKI
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	HABER
ABSTAIN:	COUNCIL MEMBERS:	NONE

1. CONSIDERATION OF REGISTER OF DEMANDS

APPROVED THE REGISTER OF DEMANDS AND AUTHORIZED THE APPROPRIATE CITY OFFICIALS TO PAY THE BILLS.

2. CONSIDERATION OF A CONFLICT WAIVER FOR CASSO & SPARKS, LLP FOR VARIOUS CITY PROJECTS

APPROVED THE CONFLICT WAIVER.

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
OCTOBER 8, 2015
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3. CONSIDERATION OF A PROFESSIONAL SERVICES AGREEMENT BETWEEN THE CITY OF INDUSTRY AND CORDOBA COPORATION FOR REAL ESTATE ADVISORY SERVICES

APPROVED THE AGREEMENT, AND AUTHORIZED THE CITY MANAGER TO EXECUTE THE AGREEMENT.

4. CONSIDERATION OF THE MINUTES OF THE JUNE 25, 2015 REGULAR MEETING

APPROVED AS SUBMITTED.

5. CONSIDERATION OF THE MINUTES OF THE JUNE 25, 2015 SPECIAL MEETING

APPROVED AS SUBMITTED.

PUBLIC HEARING REGARDING ZONE EXCEPTION 15-2 TO ALLOW A TEN FOOT TALL WALL WITHIN THE FRONT SETBACK, DEVELOPMENT PLAN 15-10 TO DEVELOP TWO INDUSTRIAL BUILDINGS (84,660 SQUARE FEET AND 45,510 SQUARE FEET), AND THE ACCOMPANYING MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM AT 489 AND 499 PARRIOTT PLACE

Mayor Radecki opened the public hearing.

Planning Director James provided a staff report to the City Council.

Mayor Radecki inquired if anyone wanted to be heard on the matter.

Mr. David Ball of CT Realty provided information to the City Council on properties they currently own, and the possibility of acquiring additional properties within the City. Mr. Ball indicated that CT Realty appreciates the opportunity to work with the City on their current project.

Mayor Radecki closed the public hearing.

CONSIDERATION OF RESOLUTION NO. CC 2015-31 - A RESOLUTION OF THE

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
OCTOBER 8, 2015
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CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA MAKING FINDINGS AND ADOPTING THE INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION AND A MITIGATION MONITORING AND REPORTING PROGRAM FOR A DEVELOPMENT PLAN AND ZONE EXCEPTION FOR THE CONSTRUCTION OF TWO INDUSTRIAL BUILDINGS AT THE PROPERTY LOCATED AT 489 AND 499 PARRIOTT PLACE IN THE CITY OF INDUSTRY

MOTION BY COUNCIL MEMBER CRUZ, AND SECOND BY MAYOR PRO TEM MOSS TO ADOPT RESOLUTION NO. CC 2015-31. MOTION CARRIED 4-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	CRUZ, RUGGLES, MOSS, RADECKI
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	HABER
ABSTAIN:	COUNCIL MEMBERS:	NONE

CONSIDERATION OF RESOLUTION NO. CC 2015-32 - A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA APPROVING ZONE EXCEPTION 15-2 TO ALLOW A TEN FOOT TALL SCREEN WALL IN THE FRONT SETBACK; AND DEVELOPMENT PLAN NO. 15-10 FOR THE CONSTRUCTION OF TWO INDUSTRIAL BUILDINGS FOR THE PROPERTY LOCATED AT 489 AND 499 PARRIOTT PLACE IN THE CITY OF INDUSTRY

City Attorney Casso indicated that subject to the adoption of Resolution No. CC 2015-32, additional language should be included to Section 4-E of the resolution, and should read as follows:

Based on the foregoing, the City Council approves Development Plan No. 15-10, subject to the close of escrow on the sale of the Property to the Applicant, as set forth in the Purchase Agreement between the Successor Agency to the Industry Urban-Development Agency and the Applicant, dated March 10, 2015, and subject to the Conditions of Approval, attached hereto as Exhibit A, and incorporated herein by reference.

MOTION BY MAYOR PRO TEM MOSS, AND SECOND BY COUNCIL MEMBER RUGGLES TO ADOPT RESOLUTION NO. CC 2015-32, SUBJECT TO THE ADDITIONAL LANGUAGE INCLUDED INTO THE RESOLUTION. MOTION CARRIED 4-0, BY THE FOLLOWING VOTE:

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CITY OF INDUSTRY, CALIFORNIA
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AYES: COUNCIL MEMBERS: CRUZ, RUGGLES, MOSS, RADECKI
NOES: COUNCIL MEMBERS: NONE
ABSENT: COUNCIL MEMBERS: HABER
ABSTAIN: COUNCIL MEMBERS: NONE

CONSIDERATION OF DEVELOPMENT PLAN 15-7 SUBMITTED BY DONLON BUILDERS TO DEVELOP A NEW 125,344 SQUARE FOOT INDUSTRIAL BUILDING AT 15000 NELSON AVENUE

Planning Director James provided a staff report to the City Council.

CONSIDERATION OF RESOLUTION NO. CC 2015-33 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA MAKING FINDINGS AND ADOPTING THE NEGATIVE DECLARATION FOR THE CONSTRUCTION OF A 125,344 SQUARE FOOT INDUSTRIAL BUILDING AT 15000 NELSON AVENUE IN THE CITY OF INDUSTRY, CALIFORNIA, WITHIN THE MANUFACTURING ZONE, AND MAKING FINDINGS IN SUPPORT THEREOF

CONSIDERATION OF RESOLUTION NO. CC 2015-34 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, APPROVING DEVELOPMENT PLAN 15-7 FOR THE CONSTRUCTION OF A 125,344 SQUARE FOOT INDUSTRIAL BUILDING AT 15000 NELSON AVENUE IN THE CITY OF INDUSTRY, CALIFORNIA, WITHIN THE MANUFACTURING ZONE

MOTION BY COUNCIL MEMBER RUGGLES, AND SECOND BY COUNCIL MEMBER CRUZ TO ADOPT RESOLUTION NO. CC 2015-33 AND RESOLUTION NO. CC 2015-34. MOTION 4-0, BY THE FOLLOWING VOTE:

AYES: COUNCIL MEMBERS: CRUZ, RUGGLES, MOSS, RADECKI
NOES: COUNCIL MEMBERS: NONE
ABSENT: COUNCIL MEMBERS: HABER
ABSTAIN: COUNCIL MEMBERS: NONE

PRESENTATION AND DISCUSSION REGARDING THE CLIMATE ACTION PLAN, A COMPREHENSIVE ROADMAP OUTLINING THE ACTIVITIES THE CITY WILL UNDERTAKE TO REDUCE GREENHOUSE GAS EMISSIONS

Planning Director James provided a staff report to the City Council.

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CITY OF INDUSTRY, CALIFORNIA
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Ms. Joanne Jansen, Associate Principal with Placeworks, presented a PowerPoint presentation to the City Council, which a copy is on file with the City Clerk's office.

Discussion ensued between the Council Members, and direction was provided to Staff to proceed with Staff's recommendations, and incorporate into the draft Climate Action Plan.

MOTION BY COUNCIL MEMBER CRUZ, AND SECOND BY COUNCIL MEMBER RUGGLES TO PROCEED WITH STAFF'S RECOMMENDATIONS AND INCORPORATE INTO THE DRAFT CLIMATE ACTION PLAN. MOTION CARRIED 4-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	CRUZ, RUGGLES, MOSS, RADECKI
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	HABER
ABSTAIN:	COUNCIL MEMBERS:	NONE

CONSIDERATION OF A CONSTRUCTION, OPERATION AND MAINTENANCE AGREEMENT BETWEEN THE CITY OF INDUSTRY, THE ALAMEDA CORRIDOR EAST CONTRUCTION AUHTORITY AND UNION PACIFIC RAILROAD FOR THE FULLERTON GRADE SEPERATION PROJECT AT THE LOS ANGELES SUBDIVISION OF THE UNION PACIFIC RAILROAD

City Engineer Ballas provided a staff report to the City Council. City Engineer Ballas stated that a support letter from Supervisor Don Knabe of the County of Los Angeles Board of Supervisors was received on October 7, 2015, a copy of which was given to the City Council, and is on file with the City Clerk's office.

Mr. Mark Christoffels, CEO of the Alameda Corridor-East Construction Authority provided a report to the City Council, and responded to questions from Members of the City Council.

MOTION BY MAYOR PRO TEM MOSS, AND SECOND BY COUNCIL MEMBER RUGGLES TO APPROVE THE AGREEMENT. MOTION CARRIED 4-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	CRUZ, RUGGLES, MOSS, RADECKI
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	HABER
ABSTAIN:	COUNCIL MEMBERS:	NONE

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CITY OF INDUSTRY, CALIFORNIA
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CONSIDERATION OF AMENDMENT NO. 1 TO THE MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF INDUSTRY AND THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR THE GRAND AVENUE WESTBOUND ON-RAMP PROJECT

City Engineer Ballas provided a staff report to the City Council.

MOTION BY MAYOR PRO TEM MOSS, AND SECOND BY COUNCIL MEMBER CRUZ TO APPROVE AMENDMENT NO. 1. MOTION CARRIED 4-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	CRUZ, RUGGLES, MOSS, RADECKI
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	HABER
ABSTAIN:	COUNCIL MEMBERS:	NONE

INFORMATION REGARDING THE ISSUANCE OF AN ENCROACHMENT PERMIT TO SOUTHERN CALIFORNIA EDISON FOR THE CLOSURE OF TWO LANES ON GALE AVENUE IMMEDIATELY EAST OF AZUSA AVENUE FOR A MAXIMUM OF FOUR WEEKS TO REPLACE A VAULT

City Engineer Ballas provided a staff report to the City Council.

Discussion ensued between the Council Members, and Staff determined to delay the closure date until January 2016.

PRESENTATION AND DISCUSSION REGARDING THREE CONCEPTUAL HOUSING DEVELOPMENTS GENERALLY LOCATED AT THE INDUSTRY HILLS EXPO CENTER, PARRIOTT PLACE WEST, AND WALNUT DRIVE SOUTH

City Manager Philips presented a staff report to the City Council, and indicated there was a fourth location, located at 22036 Valley Boulevard for the possibility of residential development.

Discussion ensued between the Council Members on the expansion of residential sites within the City boundaries.

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CITY OF INDUSTRY, CALIFORNIA
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Mayor Radecki indicated his interest in expanding residential sites at 22036 E. Valley Boulevard, and provided direction to Staff to begin the preliminary steps for development.

CONSIDERATION OF AN AGREEMENT BETWEEN THE CITY OF INDUSTRY AND LANG, HANSEN, O'MALLEY & MILLER TO PROVIDE GOVERNMENTAL RELATIONS SERVICES

City Manager Philips presented a staff report to the City Council.

MOTION BY MAYOR PRO TEM MOSS, AND SECOND BY COUNCIL MEMBER CRUZ TO APPROVE THE AGREEMENT, AND AUTHORIZE THE CITY MANAGER TO EXECUTE THE AGREEMENT. MOTION CARRIED 4-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	CRUZ, RUGGLES, MOSS, RADECKI
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	HABER
ABSTAIN:	COUNCIL MEMBERS:	NONE

CITY COUNCIL COMMITTEE REPORTS

There were none.

AB1234 REPORTS

There were none.

CITY COUNCIL COMMUNICATIONS

There were none.

ADJOURNMENT

There being no further business, the City Council adjourned at 10:05 a.m.

MARK D. RADECKI
MAYOR

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
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CECELIA DUNLAP
DEPUTY CITY CLERK

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
OCTOBER 22, 2015
PAGE 1

CALL TO ORDER

The Regular Meeting of the City Council of the City of Industry, California, was called to order by Mayor Mark D. Radecki at 9:00 a.m. in the City of Industry Council Chamber, 15651 East Stafford Street, California.

FLAG SALUTE

The flag salute was led by Mayor Mark D. Radecki.

ROLL CALL

PRESENT: Mark D. Radecki, Mayor
Cory C. Moss, Mayor Pro Tem
Abraham N. Cruz, Council Member
Roy Haber, Council Member
Newell W. Ruggles, Council Member

STAFF PRESENT: Paul J. Philips, City Manager; James M. Casso, City Attorney; Cecelia Dunlap, Deputy City Clerk; John Ballas, City Engineer; and Brian James, Planning Director.

PUBLIC COMMENTS

Ms. Carol Hamilton representing the Antelope Valley Kennel Club, invited the City Council and City Manager to join them at their November 1, 2015 dog show, being held at the Industry Hills Expo Center's Grand Arena. Additionally, Ms. Hamilton encouraged the City Council and City Manager to help participate in the presentation of trophies to the various winners during their show.

CONSENT CALENDAR

Mayor Pro Tem Moss recused herself from check number 62827 for item 1 (Register of Demands) because she had a potential or actual financial conflict of interest in that she is employed by CNC Engineering.

Council Member Ruggles clarified with regard to check number 62826, invoice number 2297219 for item 1 (Register of Demands), and indicated that the charges relate to impounded trash bins that are emptied and stored at the Haddick's yard.

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CITY OF INDUSTRY, CALIFORNIA
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Council Member Ruggles inquired about check number 62862 for item 1 (Register of Demands), and asked for clarification as to what the charge was for.

City Manager Philips indicated he would inquire about the charge, and provide Council Member Ruggles with the information.

MOTION BY MAYOR PRO TEM MOSS, AND SECOND BY COUNCIL MEMBER RUGGLES THAT THE RECOMMENDATIONS BE ACCEPTED FOR THE REMAINING ITEMS LISTED ON THE CONSENT CALENDAR, WITH MAYOR PRO TEM MOSS RECUSING FROM CHECK NUMBER 62827 ON ITEM 1 (REGISTER OF DEMANDS). MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	CRUZ, HABER, RUGGLES, MOSS, RADECKI
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	NONE
ABSTAIN:	COUNCIL MEMBERS:	NONE

1. CONSIDERATION OF REGISTER OF DEMANDS

APPROVED THE REGISTER OF DEMANDS AND AUTHORIZED THE APPROPRIATE CITY OFFICIALS TO PAY THE BILLS.

2. CONSIDERATION OF THE MINUTES OF THE JULY 9, 2015 REGULAR MEETING; JULY 9, 2015 SPECIAL MEETING; JULY 23, 2015; AUGUST 13, 2015; AND AUGUST 27, 2015 REGULAR MEETINGS

APPROVED AS SUBMITTED.

3. CONSIDERATION OF A PROPOSAL BETWEEN THE CITY OF INDUSTRY AND THE DOLPHIN GROUP TO PROVIDE COMMUNICATIONS AND MEDIA RELATIONS SERVICES

APPROVED THE PROPOSAL, AND AUTHORIZED THE CITY MANAGER TO EXECUTE THE PROPOSAL.

PUBLIC HEARING REGARDING ZONE EXCEPTION 15-13 TO ALLOW DEVIATIONS FROM STANDARDS FOR LANDSCAPING, SITE COVERAGE, AND LOSS OF LOADING BAYS WITH 100 FEET OF CLEARANCE AND DEVELOPMENT PLAN 15-

CITY COUNCIL REGULAR MEETING MINUTES
CITY OF INDUSTRY, CALIFORNIA
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**13 FOR AN 8,850 SQUARE FOOT ADDITION TO AN EXISTING BUILDING
LOCATED AT 18421 RAILROAD STREET**

Mayor Radecki opened the public hearing.

Planning Director James provided a staff report to the City Council.

Mayor Radecki inquired if anyone wanted to be heard on the matter. There were no comments.

Mayor Radecki closed the public hearing.

CONSIDERATION OF RESOLUTION NO. CC 2015-35 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, APPROVING ZONE EXCEPTION 15-3 TO ALLOW DEVIATIONS FROM STANDARDS FOR LANDSCAPING, SITE COVERAGE, AND THE LOSS OF LOADING BAYS WITH 100 FEET OF CLEARANCE; AND DEVELOPMENT PLAN NO. 15-13 FOR AN 8,850 SQUARE FOOT ADDITION TO AN EXISTING BUILDING; FOR THE PROPERTY LOCATED AT 18421 RAILROAD STREET IN THE CITY OF INDUSTRY, WITHIN THE “M”-MANUFACTURING ZONE, AND MAKING FINDINGS IN SUPPORT THEREOF, AND THE NOTICE OF EXEMPTION REGARDING SAME

MOTION BY COUNCIL MEMBER HABER, AND SECOND BY COUNCIL MEMBER CRUZ TO ADOPT RESOLUTION NO. CC 2015-35. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	CRUZ, HABER, RUGGLES, MOSS, RADECKI
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	NONE
ABSTAIN:	COUNCIL MEMBERS:	NONE

CONSIDERATION OF DEVELOPMENT PLAN APPLICATION 15-2 SUBMITTED BY JWL ASSOCIATES INC. ON BEHALF OF ARROW REALTY INC FOR AN ADDITION TO, AND REMODEL OF, A RETAIL BUILDING LOCATED AT 17961 GALE AVENUE

Senior Planner Helling provided a staff report to the City Council.

CONSIDERATION OF RESOLUTION NO. CC 2015-36 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA APPROVING DEVELOPMENT PLAN NO. 15-2 FOR THE ADDITION TO AND REMODEL OF A

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RETAIL BUILDING LOCATED AT 17961 GALE AVENUE IN THE CITY OF INDUSTRY, CALIFORNIA, AND THE NOTICE OF EXEMPTION REGARDING SAME

MOTION BY MAYOR PRO TEM MOSS, AND SECOND BY COUNCIL MEMBER RUGGLES TO ADOPT RESOLUTION NO. CC 2015-36. MOTION 5-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	CRUZ, HABER, RUGGLES, MOSS, RADECKI
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	NONE
ABSTAIN:	COUNCIL MEMBERS:	NONE

CONSIDERATION OF DEVELOPMENT PLAN APPLICATION 15-19 SUBMITTED BY TRANSYSTEMS ON BEHALF OF UNION PACIFIC RAILROAD, FOR A NEW MAINTENANCE BUILDING AT AN EXISTING INTERMODAL RAIL FACILITY LOCATED AT 17225 ARENTH AVENUE

Senior Planner Helling provided a staff report to the City Council.

CONSIDERATION OF RESOLUTION NO. CC 2015-37 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA APPROVING DEVELOPMENT PLAN NO. 15-19 FOR THE CONSTRUCTION OF A 6,750 SQUARE FOOT MAINTENANCE BUILDING LOCATED AT 17225 ARENTH AVENUE IN THE CITY OF INDUSTRY, CALIFORNIA, AND THE NOTICE OF EXEMPTION REGARDING SAME

MOTION BY COUNCIL MEMBER HABER, AND SECOND BY COUNCIL MEMBER CRUZ TO ADOPT RESOLUTION NO. CC 2015-37. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	CRUZ, HABER, RUGGLES, MOSS, RADECKI
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	NONE
ABSTAIN:	COUNCIL MEMBERS:	NONE

DISCUSSION AND DIRECTION REGARDING AN INTERLOCAL LOAN AGREEMENT IN THE AMOUNT OF \$5,952,908 BETWEEN THE CITY OF INDUSTRY AND THE CITY OF LA PUENTE FOR MITIGATION OF NOISE, TRAFFIC AND RAILROAD IMPACTS AND FOR OTHER PURPOSES ALONG VALLEY BOULEVARD

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City Manager Philips provided a staff report to the City Council.

MOTION BY MAYOR PRO TEM MOSS, AND SECOND BY COUNCIL MEMBER RUGGLES TO APPROVE THE LOAN AGREEMENT. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	CRUZ, HABER, RUGGLES, MOSS, RADECKI
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	NONE
ABSTAIN:	COUNCIL MEMBERS:	NONE

CONSIDERATION OF A PROFESSIONAL SERVICES AGREEMENT BETWEEN THE CITY OF INDUSTRY AND CASC ENGINEERING AND CONSULTING, INC. TO PERFORM NPDES ENGINEERING SERVICES FOR 23400-23600 EAST FORK ROAD, AZUSA, CALIFORNIA, IN THE AMOUNT OF \$34,660.00.

City Engineer Ballas provided a staff report to the City Council.

MOTION BY COUNCIL MEMBER HABER, AND SECOND BY COUNCIL MEMBER CRUZ TO APPROVE THE AGREEMENT. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	CRUZ, HABER, RUGGLES, MOSS, RADECKI
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	NONE
ABSTAIN:	COUNCIL MEMBERS:	NONE

CONSIDERATION OF A PROFESSIONAL SERVICES AGREEMENT BETWEEN THE CITY OF INDUSTRY AND SAGE ENVIRONMENTAL GROUP LLC, TO PERFORM ENVIRONMENTAL ENGINEERING SERVICES TO OBTAIN AGENCY APPROVALS FOR 23400-23600 EAST FORK ROAD, AZUSA, CALIFORNIA, IN THE AMOUNT OF \$23,000.00

MOTION BY COUNCIL MEMBER CRUZ, AND SECOND BY MAYOR PRO TEM MOSS TO APPROVE THE AGREEMENT. MOTION CARRIED 5-0, BY THE FOLLOWING VOTE:

AYES:	COUNCIL MEMBERS:	CRUZ, HABER, RUGGLES, MOSS, RADECKI
NOES:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	NONE

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ABSTAIN: COUNCIL MEMBERS: NONE

Deputy City Clerk Dunlap announced that Item 7.6 on the agenda would be considered after the City Council reconvenes from Closed Session.

CLOSED SESSION

Deputy City Clerk Dunlap announced there was a need for Closed Session as follows:

- A. Conference with real property negotiators pursuant to Government Code Section 54956.8

Property: 948 Azusa Avenue, City of Industry
(APN: 8264-025-911)
City Negotiators: Paul J. Philips, City Manager and
James M. Casso, City Attorney
Negotiating Party: CT Chestnut LLC
Under Negotiation: Price and Terms of Payment

There were no public comments on the Closed Session items.

Mayor Radecki recessed the meeting into Closed Session at 9:25 a.m.

RECONVENE CITY COUNCIL MEETING

Mayor Radecki reconvened the meeting at 9:45 a.m. All members of the City Council were present. City Attorney Casso reported out of Closed Session.

With regard to Closed Session item A, with a 5-0 vote, the City Council provided direction to the City Manager and City Attorney, and took no reportable action.

CONSIDERATION OF RESOLUTION NO. CC 2015-38 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, APPROVING A PURCHASE AGREEMENT BETWEEN THE CITY OF INDUSTRY AND CT CHESTNUT LLC, FOR THE PROPERTY LOCATED AT 948 S. AZUSA AVENUE, CITY OF INDUSTRY, CALIFORNIA AND ADOPTING THE NOTICE OF EXEMPTION REGARDING SAME

Mayor Radecki indicated that the item will be continued to the next regular meeting.

CITY COUNCIL COMMITTEE REPORTS

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There were none.

AB1234 REPORTS

There were none.

CITY COUNCIL COMMUNICATIONS

There were none.

ADJOURNMENT

There being no further business, the City Council adjourned at 9:47 a.m.

MARK D. RADECKI
MAYOR

CECELIA DUNLAP
DEPUTY CITY CLERK

CITY COUNCIL

ITEM NO. 5.3

RESOLUTION NO. CC 2015-38

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, APPROVING A PURCHASE AGREEMENT BETWEEN THE CITY AND CT CHESTNUT LLC, FOR THE PROPERTY LOCATED AT 948 S. AZUSA AVENUE, CITY OF INDUSTRY, CALIFORNIA AND ADOPTING THE NOTICE OF EXEMPTION REGARDING SAME

RECITALS

WHEREAS, the City of Industry is the owner of certain real property located at 948 S. Azusa, City of Industry, California (APN: 8264-025-911) ("Property"); and

WHEREAS, the Property consists of approximately 22,330 square feet, with a zoning designation of Commercial and a general plan designation of Employment; and

WHEREAS, in or around 2007, as part of a public works project, the City widened Railroad Avenue at its intersection with Azusa Avenue, which resulted in a loss of approximately 2,728 square feet of usable land area at the Property; and

WHEREAS, on or about March 10, 2015, the Successor Agency to the Industry Urban-Development Agency ("Agency") and CT Chestnut LLC ("Developer"), entered into a Purchase Agreement for the real property located adjacent to the Property on the East Side of Azusa, North of Railroad Street and 17300 Chestnut Street in the City of Industry, California ("Agency Property"); and

WHEREAS, pursuant to the terms of the Purchase Agreement for the Agency Property, the Developer is required to construct a Class-A industrial project of approximately 550,000-650,000 square feet, with a maximum of eight buildings; and

WHEREAS, Developer wishes to purchase the Property from the City, for the purpose of constructing certain improvements set forth in the Purchase Agreement for the Agency Property; and

WHEREAS, pursuant to Government Code Section 37350, the City may dispose of real property for the common benefit; and

WHEREAS, California law does not establish any rules, regulations or procedures for the City's sale of real property; and

WHEREAS, by selling the Property to Developer, the City is making use of a remnant parcel that is predominately vacant, and will no longer be responsible for the maintenance and upkeep and the associated costs of the Property; and

WHEREAS, the sale of the Property allows for the development of the Property, which will improve the aesthetics of the City, assist in the elimination of blight, and will allow for a cohesive, well-planned, new development; and

WHEREAS, the future development of the Property will bring additional employment opportunities to the City, and will improve the economic and physical conditions of the City which is a benefit to the City's residents, business owners and members of the community; and

WHEREAS, the sale of the Property is categorically exempt from the California Environmental Quality Act ("CEQA") (Public Resources Code Section 21000 *et seq.*), pursuant to Section 15061(b)(3) of the CEQA Guidelines (Title 14, Chapter 3 of the California Code of Regulations), because the sale of the property does not have a potential for causing a significant effect on the environment. Any future development will require further analysis pursuant to the requirements of CEQA; and

WHEREAS, based on the foregoing, the City desires to sell the Property to Developer for the fair market value price of Eight Hundred Eighty Thousand Dollars (\$880,000.00).

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF INDUSTRY DOES HEREBY RESOLVE, DETERMINE, FIND, AND ORDER AS FOLLOWS:

SECTION 1: The City Council finds that all of the facts set forth in the Recitals are true and correct, and are incorporated herein by reference.

SECTION 2: All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State law and the City's Code.

SECTION 3: Based upon independent review and consideration of the information contained in the Staff Report and the Notice of Exemption for the sale of the Property, City Council hereby finds and determines that the sale of the Property will not result in or have a significant impact on the environment, because the sale would not create any public health or safety hazards and would not have a significant impact on the resources or services within the surrounding area, such as water, sanitary services, surrounding roadways and intersections. Further, any future development at the Property will be subject to additional environmental review and independent analysis as required by CEQA. Therefore, the proposed project is exempt from the California Environmental Quality Act ("CEQA") (Public Resources Code Section 21000 *et seq.*), pursuant to Section 15061(b)(3). Based on these findings, the City Council adopts the Notice of Exemption and directs staff to file same as required by law.

SECTION 4: The City Council hereby approves the sale of the Property to Developer, pursuant to the terms and conditions set forth in the Purchase Agreement, attached hereto as Exhibit A, and incorporated herein by reference, and subject to the following conditions:

- a. Said approval of the sale shall be contingent upon the Planning Commission's finding that the sale of the Property conforms to the City's General Plan; and
- b. Said approval of the sale shall be contingent upon Developer's dedication of an irrevocable right of way and easement, to account for the widening of Railroad Avenue at the Property. The dedication shall be made at close of escrow.

SECTION 5: The officers and staff of the City are hereby authorized and directed, jointly and severally, to do any and all things which they may deem necessary or advisable to effectuate this Resolution.

SECTION 6: The provisions of this Resolution are severable and if any provision, clause, sentence, word or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, sections, words or parts thereof of the Resolution or their applicability to other persons or circumstances.

SECTION 7: That the City Clerk shall certify to the adoption of this Resolution and that the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Industry at a regular meeting held on October 22, 2015 by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:

Mark D. Radecki, Mayor

ATTEST:

Cecelia Dunlap, Deputy City Clerk

EXHIBIT A

PURCHASE AGREEMENT
948 S. AZUSA AVE., CITY OF INDUSTRY, CA

CITY OF INDUSTRY, a municipal corporation
“City”

CT CHESTNUT LLC,
a Delaware limited liability company
“Developer”

_____, 2015

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PURCHASE AGREEMENT
948 S. AZUSA AVENUE, CITY OF INDUSTRY, CA

THIS PURCHASE AGREEMENT for the property located at 948 S. AZUSA AVENUE, CITY OF INDUSTRY, CA (this “**Agreement**”), dated as of October _____, 2015 (the “**Effective Date**”) is entered into by and between the **CITY OF INDUSTRY, a municipal corporation** (the “**City**”), and **CT CHESTNUT LLC**, a Delaware limited liability company (the “**Developer**”). The City and the Developer are hereinafter sometimes individually referred to as a “**party**” and collectively referred to as the “**parties**”.

RECITALS

This Agreement is entered into with reference to the following facts:

A. The City owns the fee interest in that certain real property located in the City of Industry, County of Los Angeles, State of California, consisting of approximately 22,330 square feet of land and as more particularly described in Exhibit “A” attached hereto and incorporated herein by this reference (such real property is referred to herein as the “**Property**”).

B. In addition, the Successor Agency to the Industry Urban-Development Agency (“**Agency**”) and Developer previously entered into that certain Purchase Agreement [East Side of Azusa North of Railroad Street and 17300 Chestnut Road] dated March 10, 2015, as amended by that certain (i) Consent to Extension of Due Diligence Period dated May 11, 2015, (ii) Second Consent to Extension of Due Diligence Period dated June 1, 2015, (iii) Third Consent to Extension of Due Diligence Period dated July 29, 2015, and (iv) Fourth Amendment to Purchase Agreement dated as of October 8, 2015 (collectively the “**Agency Agreement**”), with respect to the real property located adjacent to the Property on the East Side of Azusa, North of Railroad Street and 17300 Chestnut Street in the City of Industry, California, which is more particularly described in the Agreement (the “**Agency Property**”).

C. The Developer wishes to acquire fee title to the Property from the City to enable the Developer to utilize the Property to construct certain improvements, as set forth in the Agency Agreement (the “**Project**”).

D. Development of the Project will assist in the elimination of blight, provide jobs, and substantially improve the economic and physical conditions in the City, and is in the best interests of the City, and the health, safety and welfare of the residents and taxpayers of the City.

E. A material inducement to the City to enter into this Agreement is the agreement by the Developer to develop the Project within a limited period of time, and the City would be unwilling to enter into this Agreement in the absence of an enforceable commitment by the Developer to develop the Project within such period of time.

NOW, THEREFORE, in reliance upon the foregoing Recitals, in consideration of the mutual covenants in this Agreement and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

ARTICLE 1
DEFINITIONS

1.1 Definitions. The following terms as used in this Agreement shall have the meanings given unless expressly provided to the contrary:

1.1.1 Agreement means this Purchase Agreement.

1.1.2 City means the City of Industry, a municipal corporation, exercising governmental functions and powers, and organized and existing under the laws of the State of California. The principal office of the City is located at 15625 East Stafford Street, Suite 100, City of Industry, California 91744.

1.1.3 Close of Escrow and Closing are defined in Section 2.3.2.

1.1.4 Deemed Disapproved Exceptions is defined in Section 2.5.2.

1.1.5 Default is defined in Section 5.2.

1.1.6 Deposit is defined in Section 2.2.1.

1.1.7 Developer means CT Chestnut LLC, a Delaware limited liability company. The principal office of the Developer for purposes of this Agreement is c/o CT Realty Corporation, 65 Enterprise, Aliso Viejo, California 92656.

1.1.8 Disapproved Exceptions is defined in Section 2.5.2.

1.1.9 Disapproval Notice is defined in Section 2.5.2.

1.1.10 Due Diligence Period is defined in Section 2.7.

1.1.11 Escrow is defined in Section 2.3.1.

1.1.12 Escrow Holder means First American Title Insurance Company. The principal office of the Escrow Holder for purposes of this Agreement is 18500 Von Karman Avenue, Suite 600, Irvine, California 92612, Attention: Patty Beverly, Escrow Officer, Telephone: (949) 885-2465, Fax: (877) 372-0260, Email: pbeverly@firstam.com.

1.1.13 Grant Deed is defined in Section 2.5.3.

1.1.14 Hazardous Materials means any chemical, material or substance now or hereafter defined as or included in the definition of "hazardous substances," "hazardous wastes," "hazardous materials," "extremely hazardous waste," "restricted hazardous waste," "toxic substances," "pollutant or contaminant," "imminently hazardous chemical substance or mixture," "hazardous air pollutant," "toxic pollutant," or words of similar import under any local, state or federal law or under the regulations adopted or publications promulgated pursuant thereto applicable to the Property, including, without limitation: the Comprehensive Environmental Response, Compensation and Liability Act

of 1980, 42 U.S.C. § 9601, et seq. (“**CERCLA**”); the Hazardous Materials Transportation Act, as amended, 49 U.S.C. § 1801, et seq.; the Federal Water Pollution Control Act, as amended, 33 U.S.C. § 1251, et seq.; and the Resource Conservation and Recovery Act of 1976, 42 U.S.C. § 6901, et seq. The term “**Hazardous Materials**” shall also include any of the following: any and all toxic or hazardous substances, materials or wastes listed in the United States Department of Transportation Table (49 CFR 172.101) or by the Environmental Protection Agency as hazardous substances (40 CFR Part 302) and in any and all amendments thereto in effect as of the date of the close of any escrow; oil, petroleum, petroleum products (including, without limitation, crude oil or any fraction thereof), natural gas, natural gas liquids, liquefied natural gas or synthetic gas usable for fuel, not otherwise designated as a hazardous substance under CERCLA; any substance which is toxic, explosive, corrosive, reactive, flammable, infectious or radioactive (including any source, special nuclear or by-product material as defined at 42 U.S.C. § 2012, et seq.), carcinogenic, mutagenic, or otherwise hazardous and is or becomes regulated by any governmental authority; asbestos in any form; urea formaldehyde foam insulation; transformers or other equipment which contain dielectric fluid containing levels of polychlorinated biphenyl’s; radon gas; or any other chemical, material or substance (i) which poses a hazard to the Property, to adjacent properties, or to persons on or about the Property, (ii) which causes the Property to be in violation of any of the aforementioned laws or regulations, or (iii) the presence of which on or in the Property requires investigation, reporting or remediation under any such laws or regulations.

1.1.15 Holder is defined in Section 3.2.2.

1.1.16 Outside Date is defined in Section 2.3.2.

1.1.17 Project is defined in Recital C.

1.1.18 Property is defined in Recital A.

1.1.19 Purchase Price is defined in Section 2.1.

1.1.20 Released Parties is defined in Section 2.8.

1.1.21 Review Period is defined in Section 2.5.2.

1.1.22 Right of Entry Agreement is defined in Section 2.7.

1.1.23 [Intentionally Left Blank]

1.1.24 Survey is defined in Section 2.5.1.

1.1.25 Title Company is defined in Section 2.5.4.

1.1.26 Title Policy is defined in Section 2.5.4.

1.1.27 Title Report is defined in Section 2.5.1.

1.1.28 Transaction Costs means all costs incurred by either party in entering into this transaction and closing Escrow, including but not limited to escrow fees and costs, attorney's fees, staff time, appraisal costs, and costs of financial advisors and other consultants.

ARTICLE 2 PURCHASE AND SALE OF THE PROPERTY

2.1 Purchase and Sale. The City agrees to sell the Property to the Developer, and the Developer agrees to purchase the Property from the City, for the sum of Eight Hundred Eighty Thousand Dollars (\$880,000.00) (the "**Purchase Price**"). The parties acknowledge and agree that the Purchase Price equals approximately Forty Five Dollars (\$45.00) per square foot based on a net usable land area comprising the Property of approximately 19,602 square feet (19,602 square feet represents the net usable area after the widening of Railroad Street, the total Property area is 22,330 square feet). In addition to the Purchase Price, Developer shall reimburse the City for the City's costs of obtaining an appraisal of the Property and the City's legal costs in connection with this Agreement and the disposition of the Property under this Agreement. Such costs shall not exceed Twenty Five Thousand Dollars (\$25,000.00) (the "**Disposition Costs**") and will be paid by Developer to the City at the closing through Escrow.

2.2 Payment of Purchase Price. The Purchase Price shall be payable by Developer as follows:

2.2.1 Deposit. Within five (5) business days following the opening of Escrow, Developer shall deposit with Escrow Holder the sum of FIFTY THOUSAND DOLLARS (\$50,000.00), in the form of certified or bank cashier's checks made payable to Escrow Holder or by confirmed wire transfers of funds (collectively, the "**Deposit**"). The Deposit shall be invested by Escrow Holder in an interest bearing account acceptable to Developer and City with all interest accruing thereon to be credited to the Purchase Price upon the Close of Escrow. Except as otherwise provided herein, the Deposit shall be applicable in full towards the Purchase Price upon Closing, and except as otherwise provided herein, shall be nonrefundable at the expiration of the Due Diligence Period.

2.2.2 Closing Funds. Prior to the Close of Escrow, Developer shall deposit or cause to be deposited with Escrow Holder, by a certified or bank cashier's check made payable to Escrow Holder or by a confirmed federal wire transfer of funds, the balance of the Purchase Price, plus an amount equal to all other costs, expenses and prorations payable by Developer hereunder, less any credit due Developer under Section 2.1.

2.3 Escrow.

2.3.1 Opening of Escrow. Within five (5) business days after the parties' full execution of this Agreement, the Developer and the City shall open an escrow (the "**Escrow**") with the Escrow Holder for the transfer of the Property to the Developer. The parties shall deposit with the Escrow Holder a fully executed duplicate original of this Agreement, which shall serve as the escrow instructions (which may be supplemented in

writing by mutual agreement of the parties) for the Escrow. If the parties supplement this Agreement by executing the Escrow Holder's standard form of escrow instructions, then in the event of any conflict between the terms and provisions of this Agreement and the terms and provisions of such standard form escrow instructions, the terms and provisions of this Agreement shall control. The Escrow Holder is authorized to act under this Agreement, and to carry out its duties as the Escrow Holder hereunder.

2.3.2 Close of Escrow. "Close of Escrow" or "Closing" means the date Escrow Holder causes the Grant Deed (as hereinafter defined) to be recorded in the Official Records of the County of Los Angeles and delivers the Purchase Price (less any costs, expenses and prorations payable by the City) to the City. Possession of the Property shall be delivered to the Developer on the Close of Escrow. Close of Escrow shall occur simultaneously with the close of escrow of for the purchase by Developer of land owned by the Successor Agency to the Industry Urban Development Agency at 17300 Chestnut Street, City of Industry, California. If the Closing does not occur for any reason, then, except as otherwise provided in this Agreement, this Agreement shall automatically terminate, the Deposit shall be promptly returned to the Developer, Developer shall pay any Escrow cancellation charges.

2.3.3 Delivery of Closing Documents.

(a) The City and Developer agree to deliver to Escrow Holder, at least two (2) business days prior to the Close of Escrow, the following instruments and documents, the delivery of each of which shall be a condition precedent to the Close of Escrow:

(i) The Grant Deed, duly executed and acknowledged by the City, conveying a fee simple interest in the Property to Developer, subject only to such exceptions to title as Developer may have approved or have been deemed to have been approved pursuant to Section 2.5.2;

(ii) The City's affidavit as contemplated by California Revenue and Taxation Code Section 18662;

(iii) A Certification of Non-Foreign Status signed by City in accordance with Internal Revenue Code Section 1445; and

(iv) Such proof of the City's and Developer's authority and authorization to enter into this transaction as the Title Company may reasonably require in order to issue the Title Policy.

The City and the Developer further agree to execute such reasonable and customary additional documents, and such additional escrow instructions, as may be reasonably required to close the transaction which is the subject of this Agreement pursuant to the terms hereof.

2.4 Conditions to Close of Escrow. The obligations of the City and Developer to close the transaction which is the subject of this Agreement shall be subject to the satisfaction, or waiver in writing by the party benefited thereby, of each of the following conditions:

2.4.1 For the benefit of the City, the Developer shall have deposited the balance of the Purchase Price, together with such funds as are necessary to pay for costs, expenses and prorations payable by Developer hereunder (including the Disposition Costs).

2.4.2 For the benefit of the City, all actions and deliveries to be undertaken or made by Developer on or prior to the Close of Escrow as set forth in this Agreement shall have occurred, as reasonably determined by the City.

2.4.3 For the benefit of the Developer, all actions and deliveries to be undertaken or made by the City on or prior to the Close of Escrow as set forth in this Agreement shall have occurred.

2.4.4 [Intentionally Left Blank]

2.4.5 For the benefit of the City, the Developer shall have executed and delivered to Escrow Holder all documents and funds required to be delivered to Escrow Holder under the terms of this Agreement and the Developer shall otherwise have satisfactorily complied with its obligations hereunder.

2.4.6 For the benefit of the Developer, the City shall have executed and delivered to Escrow Holder all documents and funds required to be delivered to Escrow Holder under the terms of this Agreement and the City shall otherwise have satisfactorily complied with its obligations hereunder.

2.4.7 For the benefit of the City, the representations and warranties of the Developer contained in this Agreement shall be true and correct in all material respects as of the Close of Escrow.

2.4.8 For the benefit of the Developer, the representations and warranties of the City contained in this Agreement shall be true and correct in all material respects as of the Close of Escrow.

2.4.9 For the benefit of the Developer, Title Company shall be irrevocably committed to issuing in favor of the Developer the Title Policy, in form and substance, and with endorsements reasonably acceptable to the Developer, as provided in Section 2.5.2.

2.4.10 For the benefit of the City and Developer, the simultaneous close of escrow for the purchase and sale of the Agency Land under the Agency Agreement.

If all the foregoing conditions have not been met to the benefitted party's sole satisfaction or expressly waived in writing by the benefitted party on or before the respective dates set forth therein, or if no date is set forth therein on the Outside Date, then this Agreement shall, at the option of the benefitted party, become null and void and in which event, neither party shall have, except as expressly set forth in this Agreement, any further rights, duties or obligations hereunder, and, unless the condition or conditions not met were for the City's benefit, Developer shall be entitled to the immediate refund of the Deposit.

2.5 Condition of Title; Survey; Title Insurance.

2.5.1 Within ten (10) days after the Effective Date, the City shall deliver to the Developer for the Developer's review and approval, (i) a current preliminary title report covering the Property (the "**Title Report**") and the most legible copies available of any instruments noted as exceptions thereon, and (ii) any survey of the Property in the City's possession. The Developer at its sole expense may obtain a current or updated ALTA survey of the Property in connection with the issuance of the Title Policy and the City shall cooperate with the same. Any survey provided by the City or obtained by the Developer are each a "**Survey**" hereunder.

2.5.2 The Developer shall have until the expiration of the Due Diligence Period (the "**Review Period**") to disapprove any exceptions to title shown on the Title Report or reflected on the Survey (collectively, "**Disapproved Exceptions**") and to provide City with notice thereof describing the defect with reasonable particularity (the "**Disapproval Notice**"). Any exceptions to title not disapproved within the Review Period shall be deemed approved. Within five (5) days after the City's receipt of the Disapproval Notice, the City shall notify the Developer whether or not the City intends to remove or endorse over the Disapproved Exceptions. The City shall be under no obligation to remove or endorse over any Disapproved Exception, but the City agrees to cooperate in good faith with the Developer in the Developer's efforts to eliminate or endorse over any Disapproved Exception, provided the City is not obligated to pay any sum or assume any liability in connection with the elimination or endorsing over of any such Disapproved Exception. If the City notifies the Developer that the City intends to eliminate or endorse over all of the Disapproved Exception, the City shall do so concurrently with or prior to the Close of Escrow. If the City notifies the Developer that the City does not intend to eliminate or endorse over some or all of the Disapproved Exception(s), the Developer, by notifying the City within five (5) days after its receipt of such notice, may elect to terminate this Agreement and receive a refund of the Deposit or take the Property subject to the Disapproved Exception(s) which the City will not eliminate or endorse over (which Disapproved Exceptions will be deemed approved). Notwithstanding the foregoing, the City covenants to pay in full all loans secured by deeds of trust, any mechanics' and materialmen's liens, and any other monetary liens (other than liens for charges, assessments, taxes, and impositions subject to proration as provided in Section 2.6.2) (collectively, the "**Deemed Disapproved Exceptions**") prior to, or concurrently with, the Close of Escrow, and Escrow Holder is hereby directed to cause the same to be paid from the Purchase Price. The Title Policy shall include such endorsements as the Developer shall reasonably request. Any endorsements to the Title Policy are to be paid for by the Developer, except that endorsements obtained by the City respecting Disapproved Exceptions as provided above shall be paid for by the City. Notwithstanding the foregoing, the Developer may notify the City of its disapproval of an exception to title (including exceptions reflected on the Survey) first raised by Title Company or the surveyor after the Review Period, or otherwise first disclosed to the Developer after the Review Period, by the earlier of (a) within ten (10) days after the same was first raised or disclosed to the Developer in writing, and (b) fifteen (15) days prior to the Close of Escrow. With respect to any exceptions disapproved by the Developer in such notice, the City shall have the same option to eliminate or endorse over such exceptions that applies

to Disapproved Exceptions, and the Developer shall have the same option to accept title subject to such exceptions or to terminate this Agreement and receive a refund of the Deposit.

2.5.3 At the Close of Escrow, the Developer shall receive title to the Property by grant deed substantially in the form attached hereto as Exhibit "C" and incorporated herein by this reference (the "**Grant Deed**").

2.5.4 At Closing, the Developer shall receive a CLTA Owner's Coverage Policy of Title Insurance (the "**Title Policy**"), together with all endorsements requested by the Developer or obtained by the City pursuant to Section 2.5.2, issued by First American Title Insurance Company ("**Title Company**") in the amount of the Purchase Price, insuring that title to the Property is vested in Developer and is free and clear of all Disapproved Exceptions, all Deemed Disapproved Exceptions and all liens, easements, covenants, conditions, restrictions, and other encumbrances of record except (a) current taxes and assessments of record, but not any overdue or delinquent taxes or assessments, (b) the matters set forth or referenced in the Grant Deed, and (c) such other encumbrances as the Developer approves in writing including those reflected in the Title Report for the Property approved by Developer, or as are deemed approved by Developer as provided in Section 2.5.2. The Developer may obtain an extended coverage policy of title insurance at its own costs.

2.6 Escrow and Title Charges; Prorations.

2.6.1 The City shall pay all documentary transfer taxes and the coverage premiums on the standard CLTA Title Policy, together with the cost of any endorsements obtained by the City pursuant to Section 2.5.2. Developer shall pay the costs of (i) any Survey obtained by the Developer, (ii) any endorsements to the Title Policy obtained by Developer and (iii) any title insurance premiums for any coverage over and above the standard policy coverage on the CLTA Title Policy to be paid by the City. In addition, the Developer shall pay any and all other usual and customary costs, expenses and charges relating to the escrow and conveyance of title to the Property, including without limitation, recording fees, document preparation charges and escrow fees. Each party shall be responsible for its own Transaction Costs, with the exception of the Disposition Costs, which shall be paid by Developer.

2.6.2 All non-delinquent and current installments of real estate and personal property taxes, if any, and any other governmental charges, regular assessments, or impositions against the Property on the basis of the current fiscal year or calendar year shall be pro-rated as of the Close of Escrow based on the actual current tax bill. If the Close of Escrow shall occur before the tax rate is fixed, the apportionment of taxes on the Close of Escrow shall be based on the tax rate for the next preceding year applied to the latest assessed valuation after the tax rate is fixed, which assessed valuation shall be based on the Property's assessed value prior to the Close of Escrow and the City and Developer shall, when the tax rate is fixed, make any necessary adjustment. All prorations shall be determined on the basis of a 365 day year. The provisions of this Section 2.6.2 shall

survive the Close of Escrow and the recordation of the Grant Deed and shall not be deemed merged into the Grant Deed upon its recordation.

2.6.3 Any Escrow cancellation charges shall be allocated and paid as described in Section 2.3.2 above.

2.7 Due Diligence Period; Access. During the period (the “**Due Diligence Period**”) commencing on the Effective Date and ending at 5:00 p.m. on the date which is twenty (21) days after the Effective Date, the Developer may inspect the Property as necessary to (i) approve all zoning and land use matters relating to the Property, (ii) approve the physical condition of the Property, and (iii) satisfy any due diligence requirements of the Developer’s lender, if any. Subject to the terms of the Right of Entry and Access Agreement in the form of which is attached hereto as Exhibit “D” (the “**Right of Entry Agreement**”), the Developer and its agents shall have the right to enter upon the Property during the Due Diligence Period to make inspections and other examinations of the Property and the improvements thereon, including without limitation, the right to perform surveys, soil and geological tests of the Property and the right to perform environmental site assessments and studies of the Property. Prior to the Developer’s entry upon the Property, the parties shall execute the Right of Entry Agreement. The City shall reasonably cooperate with the Developer in its conduct of the due diligence review during the Due Diligence Period. In the event the Developer does not approve of the condition of the Property by written notice given to the City prior to the expiration of the Due Diligence Period, this Agreement shall terminate, the Deposit shall be returned to Developer (including any interest earned thereon) and, except as otherwise expressly stated in this Agreement, neither party shall have any further rights or obligations to the other party.

2.8 Condition of the Property. The Property shall be conveyed from the City to the Developer on an “AS IS” condition and basis with all faults and the Developer agrees that the City has no obligation to make modifications, replacements or improvements thereto. Except as expressly and specifically provided in this Agreement, the Developer and anyone claiming by, through or under the Developer hereby waives its right to recover from and fully and irrevocably releases the City, and its elected and appointed officials, officers, directors, employees, representatives, agents, advisors, servants, attorneys, successors and assigns, and all persons, firms, corporations and organizations acting on the City’s behalf (collectively, the “**Released Parties**”) from any and all claims, responsibility and/or liability that the Developer may now have or hereafter acquire against any of the Released Parties for any costs, loss, liability, damage, expenses, demand, action or cause of action arising from or related to the matters pertaining to the Property described in this Section 2.8 and Section 2.9 below. This release includes claims of which the Developer is presently unaware or which the Developer does not presently suspect to exist which, if known by the Developer, would materially affect the Developer’s release of the Released Parties. If the Property is not in a condition suitable for the intended use or uses, then it is the sole responsibility and obligation of the Developer to take such action as may be necessary to place the Property in a condition suitable for development of the Project thereon. Except as otherwise expressly and specifically provided in this Agreement and without limiting the generality of the foregoing, THE CITY MAKES NO REPRESENTATION OR WARRANTY AS TO (i) THE VALUE OF THE PROPERTY; (ii) THE INCOME TO BE DERIVED FROM THE PROPERTY; (iii) THE HABITABILITY, MARKETABILITY, PROFITABILITY, MERCHANTABILITY OR FITNESS FOR

PARTICULAR USE OF THE PROPERTY; (iv) THE MANNER, QUALITY, STATE OF REPAIR OR CONDITION OF THE PROPERTY; (v) THE COMPLIANCE OF OR BY THE PROPERTY OR ITS OPERATION WITH ANY LAWS, RULES, ORDINANCES OR REGULATIONS OF ANY APPLICABLE GOVERNMENTAL AUTHORITY OR BODY; (vi) COMPLIANCE WITH ANY ENVIRONMENTAL PROTECTION OR POLLUTION LAWS, RULES, REGULATIONS, ORDERS OR REQUIREMENTS; (vii) THE FACT THAT ALL OR A PORTION OF THE PROPERTY MAY BE LOCATED ON OR NEAR AN EARTHQUAKE FAULT LINE; AND (viii) WITH RESPECT TO ANY OTHER MATTER, THE DEVELOPER FURTHER ACKNOWLEDGES AND AGREES THAT HAVING BEEN GIVEN THE OPPORTUNITY TO INSPECT THE PROPERTY AND REVIEW INFORMATION AND DOCUMENTATION AFFECTING THE PROPERTY, THE DEVELOPER IS RELYING SOLELY ON ITS OWN INVESTIGATION OF THE PROPERTY AND REVIEW OF SUCH INFORMATION AND DOCUMENTATION AND NOT ON ANY INFORMATION PROVIDED OR TO BE PROVIDED BY THE CITY.

THE DEVELOPER HEREBY ACKNOWLEDGES THAT IT HAS READ AND IS FAMILIAR WITH THE PROVISIONS OF CALIFORNIA CIVIL CODE SECTION 1542, WHICH IS SET FORTH BELOW:

“A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM OR HER MUST HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR.”

BY INITIALING BELOW, DEVELOPER HEREBY WAIVES THE PROVISIONS OF SECTION 1542 SOLELY IN CONNECTION WITH THE MATTERS WHICH ARE THE SUBJECT OF THE FOREGOING WAIVERS AND RELEASES.

Developer's Initials

The waivers and releases by the Developer herein contained shall survive the Close of Escrow and the recordation of the Grant Deed and shall not be deemed merged into the Grant Deed upon its recordation.

2.9 Environmental.

2.9.1 Condition of the Property. California Health & Safety Code section 25359.7 requires owners of non-residential real property who know, or have reasonable cause to believe, that any release of Hazardous Substances has come to be located on or beneath the real property to provide written notice of same to the buyer of real property. The City hereby discloses the following information for the Property, or portions of the Property:

The City acquired the Property in or about 2005, from ConocoPhillips Company (“Conoco”). During the time Conoco owned the Property, it discovered the release of motor fuel hydrocarbons

and other Hazardous Substances on, at or under the Property originating from its activities or the activities of its predecessors in interest.

Conoco prepared a remedial action plan ("RAP") for the Property, which was approved by the Los Angeles Regional Water Quality Control Board ("RWQCB") on or about October 6, 2003. Under the RAP, an ozone groundwater treatment system was installed on the Property to remediate fuel hydrocarbon-impacted groundwater. Operation of the system began on November 24, 2008, and discharges micro-encapsulated ozone below the groundwater table to remediate impacted groundwater.

A Notice of Termination Request was submitted to the California Regional Water Quality Control Board on April 17, 2013, and the Termination of General Waste Discharge Requirements was obtained from the State RWQCB on April 26, 2013.

On April 15, 2014, the Los Angeles RWQCB provided the City with a letter indicating that the underground storage tank release at the Property met the low threat criteria for case closure.

On October 13, 2014, the City received a no further action letter from the RWQCB for the Property.

The Parties acknowledge that the City will not be conducting a public records search of the RWQCB's or any other regulatory agency files, although the City urges Developer to do so to satisfy itself regarding the environmental condition of the Property. By execution of this Agreement, Developer (i) acknowledges its receipt of the foregoing notice given pursuant to Cal. Health & Safety Code section 25359.7; (ii) acknowledges that it will have an opportunity to conduct its own independent review and investigation of the Property prior to the Close of Escrow; (iii) agrees to rely solely on its own experts in assessing the environmental condition of the Property and its sufficiency for its intended use; and (iv) waives any and all rights Developer may have to assert that the Agency has not complied with the requirements of Health & Safety Code section 25359.7.

2.9.2 Investigation of Property. The Developer shall have the right, at its sole cost and expense, to engage its own environmental consultant to make such investigations as Developer deems necessary, during the Due Diligence Period. Developer understands that regardless of the delivery by the City to the Developer of any materials, including, without limitation, third party reports, Developer will rely entirely on Developer's own experts and consultants in proceeding with this transaction.

2.9.3 Remediation of the Property. In the event that the Developer's investigations show that Hazardous Substances are present on, or under the Property at levels that are inappropriate for the anticipated use, then prior to the expiration of the Due Diligence Period, Developer may terminate this Agreement and thereupon Developer shall have no further obligations or liabilities hereunder and the City shall refund the balance of the Deposit to Developer or, in the alternative, Developer may elect to remediate the Property on its own, at its sole cost and expense, after close of escrow. Effective at the close of escrow and in furtherance of the indemnity obligations of Developer pursuant to Section 7.2 of this Agreement, to the extent permitted by law, the City hereby assigns and transfers to Developer any and all claims,

causes of action and rights of recovery against any person or entity for any release, discharge, migration or deposit of Hazardous Substances on, under or about the Property, including without limitation all claims, causes of action and rights of recovery against Conoco.

Any remedial work must be performed in a timely and safe manner and in accordance with applicable Governmental Requirements for the use of the Property. For purposes of this Agreement, "Governmental Requirements" shall mean all laws, ordinances, statutes, codes, rules, regulations, orders, directives and decrees of the United States, the state, the county, the City, or any other political subdivision in which the Property is located, and of any political subdivision, agency or instrumentality exercising jurisdiction over the City, the Developer or the Property.

2.10 Escrow Holder.

2.10.1 Escrow Holder is authorized and instructed to:

(a) Pay and charge the Developer for any fees, charges and costs payable by the Developer under this Article. Before such payments are made, the Escrow Holder shall notify the City and the Developer of the fees, charges, and costs necessary to close the Escrow;

(b) Pay and charge the City for any fees, charges and costs payable by the City under this Article. Before such payments are made, the Escrow Holder shall notify the City and the Developer of the fees, charges, and costs necessary to close the Escrow;

(c) Disburse funds and deliver the Grant Deed and other documents to the parties entitled thereto when the conditions of the Escrow and this Agreement have been fulfilled by the City and the Developer; and

(d) Record the Grant Deed and any other instruments delivered through the Escrow, if necessary or proper, to vest title in the Developer in accordance with the terms and provisions of this Agreement.

2.10.2 Any amendment of these escrow instructions shall be in writing and signed by both the City and the Developer.

2.10.3 All communications from the Escrow Holder to the City or the Developer shall be directed to the addresses and in the manner established in Section 6.3 of this Agreement for notices, demands and communications between the City and the Developer.

2.10.4 The responsibility of the Escrow Holder under this Agreement is limited to performance of the obligations imposed upon it under this Article, any amendments hereto, and any supplemental escrow instructions delivered to the Escrow Holder that do not materially amend or modify the express provisions of these escrow instructions.

ARTICLE 3
BILLBOARD LEASE

3.1 Billboard Lease.

3.1.1 City acknowledges the existence of that certain billboard lease with M&P Outdoor Advertising, LLC (“Lease”). A copy of the Lease is attached hereto as Exhibit D and incorporated herein by reference. City will retain all rights and interests in the Lease, including, without limitation, the right to receive all rent thereunder up to and through the Close of Escrow. After the Close of Escrow, Developer shall forward all rental income payments from the Lease to the City until the termination of the Lease. The City represents, warrants, and covenants the following:

- a. To the best of the City’s knowledge, the Lease will terminate on or before June 30, 2017; provided, however, that the Developer shall be responsible, at its sole cost and expense, for the removal of the billboard sign.
- b. The City will not extend the term of the lease for any reason beyond the termination date.
- c. Rent of \$2,000 a month is collected (\$1,000.00) per side.
- d. A notification to Tenant of the purchase by Developer will be executed by City and will be delivered to Tenant from Escrow upon Close of Escrow.
- e. In its discretion, Developer may request that the City deliver to and request from the Tenant an estoppel certificate certifying as to key terms of the Lease such as the rental rate and term. In the event Developer fails to request an estoppel certificate, the City shall not be liable for any of the representations set forth in this Section 3.1.1.

3.1.2 Developer shall not, partially or wholly obstruct the billboard during the term of the Lease. In the event that the billboard is partially or wholly obstructed Developer shall be responsible for any and all damages, and/or claims for damages brought by M&P Outdoor Advertising, or its successors and assigns, including any reduction in rent paid to the City as a result thereof.

ARTICLE 4
LIMITATIONS ON TRANSFERS AND SECURITY INTERESTS

4.1 Limitation As To Transfer of the Property and Assignment of Agreement. Prior to the City’s issuance of the Certificate of Completion (as defined in the Agency Agreement), the Developer may assign its rights and obligations under this Agreement to Forever Chestnut, LLC, a California limited liability company, any entity controlled by, or under common control with Developer or its manager, CT Realty Corporation, or to any entity owned or controlled by any institutional investor for which Developer, or CT Realty Corporation, is then acting as investment or development manager, without the City’s prior consent, but only upon twenty (20) business days prior written notice to the City and pursuant to an assignment agreement by which

the assignee shall expressly assume all of the Developer's rights and obligations under this Agreement and otherwise in form and substance reasonably acceptable to City. Except as provided in the preceding sentence and prior to the City's issuance of the Certificate of Completion, the Developer shall not transfer its rights and obligations, in whole or in part, under this Agreement, or sell, assign, transfer, encumber, pledge or lease the Property, nor cause or suffer a change of more than 49% of the ownership interests in Developer, directly or indirectly, in one or a series of transactions, without the City's prior written consent, which consent may be granted or withheld in the sole and absolute discretion of the City. The Developer acknowledges that the identity of the Developer is of particular concern to the City, and it is because of the Developer's identity that the City has entered into this Agreement with the Developer. No voluntary or involuntary successor in interest of the Developer shall acquire any rights or powers under this Agreement in violation of the terms hereof. Notwithstanding any provision contained herein to the contrary, this prohibition shall not be deemed to prevent the granting of easements or permits to facilitate the development of the Project, or any mortgage or deed of trust permitted by this Agreement. Upon the City's issuance of the Certificate of Completion, the Developer may transfer the Property to a transferee without restriction so long as the transferee agrees to all of the applicable covenants and conditions set forth in Article 5 of this Agreement. Any assignment or other transfer by Developer prior to issuance of the Certificate of Completion shall not release Developer from any of its obligations under this Agreement.

4.2 Security Financing; Right of Holders.

4.2.1 No Encumbrances Except Mortgages, Deeds of Trust, Conveyances or Other Conveyance for Financing For Development.

(a) Notwithstanding Section 4.1 or any other provision herein to the contrary, only mortgages, deeds of trust, sales and leasebacks, or any other form of encumbrance, conveyance, security interest or assignment required for any reasonable method of construction and permanent financing are permitted prior to the issuance of a Certificate of Completion, but only for the purpose of securing loans of funds to be used for the purchase of the Property or financing the direct and indirect costs of the development of the Project (including reasonable and customary developer fees, loan fees and costs, and other normal and customary project costs), and each such loan secured by the Property shall expressly allow for its prepayment or assumption (upon payment of a market standard prepayment or assumption fee) by and at the option of the City upon the exercise of its option to purchase provided in Section 5.7.

(b) The words "mortgage" and "deed of trust" as used herein include all other appropriate modes of financing commonly used in real estate acquisition, construction and land development. Any reference herein to the "holder" of a mortgage or deed of trust shall be deemed also to refer to a lessor under a sale and leaseback.

4.2.2 Notice of Default to Mortgage, Deed of Trust or Other Security Interest Holders; Right to Cure. Whenever the City shall deliver a notice or demand to the Developer with respect to any Default by the Developer in completion of development of the Project or otherwise, the City shall at the same time deliver a copy of such notice or demand to each holder of record of any first mortgage, deed of trust or other security

interest authorized by this Agreement who has previously made a written request to the City for special notice hereunder (a “**Holder**”). No notice of Default to the Developer shall be effective against any such Holder unless given to such Holder as aforesaid. Such Holder shall (insofar as the rights of the City are concerned) have the right, at such Holder’s option, within sixty (60) days after receipt of the notice, to cure or remedy any such Default and to add the cost thereof to the security interest debt and the lien of its security interest; provided, however, that if longer than sixty (60) days is required to cure such Default, such longer period shall be granted to Holder, provided that Holder diligently pursues such cure during such longer period. If such Default shall be a default which can only be remedied or cured by such Holder upon obtaining possession of the Property, such Holder shall seek to obtain possession of the Property with diligence and continuity through a receiver or otherwise, and shall remedy or cure such Default within a reasonable period of time as necessary to remedy or cure such Default of the Developer. If such Default shall be a default as to or by Developer which cannot be cured, City shall not seek to enforce the same against Holder and Holder shall not be subject thereto.

4.2.3 Noninterference with Holders. The provisions of this Agreement do not limit the right of Holders to foreclose or otherwise enforce any mortgage, deed of trust, or other security instrument encumbering the Property and the improvements thereon, or the right of Holders to pursue any remedies for the enforcement of any pledge or lien encumbering the Property; provided, however, that in the event of a foreclosure sale under any such mortgage, deed of trust or other lien or encumbrance, or sale pursuant to any power of sale contained in any such mortgage or deed of trust, the purchaser or purchasers and their successors and assigns, and the Property, shall be, and shall continue to be, subject to all of the conditions, restrictions and covenants of this Agreement and all documents and instruments recorded pursuant hereto.

ARTICLE 5 USE OF THE PROPERTY

5.1 Use. The Developer covenants and agrees for itself, and its successors and its assigns, that the Developer, such successors, and such assigns shall use the Property, and every part thereof, only for the construction of the Project thereon, and thereafter for any use permitted by applicable laws. Notwithstanding the foregoing, if and when the Developer conveys the Property to a third party after completion of the Project thereon in accordance with this Agreement, the Developer shall be relieved of any further responsibility under this Section 5.1 as to the Property so conveyed.

5.2 Maintenance of the Property. After completion of the Project, Developer shall maintain the Property and the Project (including landscaping) in a commercially reasonable condition and repair to the extent practicable and in accordance with industry health and safety standards. Notwithstanding the foregoing, if and when the Developer conveys the Property to a third party after completion of the Project thereon in accordance with the Agreement, the Developer shall be relieved of any further responsibility under this Section 4.2 as to the Property so conveyed.

5.3 Obligation to Refrain from Discrimination. The Developer covenants and agrees for itself, its successors and assigns, and for every successor in interest to the Property or any part thereof, that there shall be no discrimination against or segregation of any person, or group of persons, on account of sex, marital status, age, handicap, race, color, religion, creed, national origin or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of the Property, and the Developer (itself or any person claiming under or through the Developer) shall not establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, subtenants, sublessees, or vendees of the Property or any portion thereof. Notwithstanding the foregoing, if and when the Developer conveys the Property to a third party after completion of the Improvements thereon in accordance with the Agreement, the Developer shall be relieved of any further responsibility under this Section 4.3 as to the Property so conveyed.

5.4 Form of Nondiscrimination and Nonsegregation Clauses. All deeds, leases or contracts for sale shall contain the following nondiscrimination or nonsegregation clauses:

5.4.1 In deeds: “The grantee herein covenants by and for himself or herself, his or her heirs, executors, administrators and assigns, and all persons claiming under or through them, that there shall be no discrimination against or segregation of, any person or group of persons on account of any basis listed in subdivision (a) or (d) of Section 12955 of the California Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the California Government Code, in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of the premises herein conveyed, nor shall the Grantee himself or herself, or any person claiming under or through him or her, establish or permit any practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, subtenants, sublessees or vendees in the premises herein conveyed. The foregoing covenants shall run with the land.

Notwithstanding the immediately preceding paragraph, with respect to familial status, said paragraph shall not be construed to apply to housing for older persons, as defined in Section 12955.9 of the California Government Code. With respect to familial status, nothing in said paragraph shall be construed to affect Sections 51.2, 51.3, 51.4, 51.10, 51.11, and 799.5 of the California Civil Code, relating to housing for senior citizens. Subdivision (d) of Section 51 and Section 1360 of the California Civil Code and subdivisions (n), (o) and (p) of Section 12955 of the California Government Code shall apply to said paragraph.”

5.4.2 In leases: “The lessee herein covenants by and for himself or herself, his or her heirs, executors, administrators and assigns, and all persons claiming under or through him or her, and this lease is made and accepted upon and subject to the following conditions: That there shall be no discrimination against or segregation of any person or group of persons, on account of any basis listed in subdivision (a) or (d) of Section 12955 of the California Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the California Government Code, in the leasing, subleasing, transferring, use or occupancy, tenure or enjoyment of the premises herein leased nor shall the lessee himself or herself, or any person claiming under or through him or her, establish or permit any such practice or practices of

discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, sublessees, subtenants or vendees in the premises herein leased.

Notwithstanding the immediately preceding paragraph, with respect to familial status, said paragraph shall not be construed to apply to housing for older persons, as defined in Section 12955.9 of the California Government Code. With respect to familial status, nothing in said paragraph shall be construed to affect Sections 51.2, 51.3, 51.4, 51.10, 51.11, and 799.5 of the California Civil Code, relating to housing for senior citizens. Subdivision (d) of Section 51 and Section 1360 of the California Civil Code and subdivisions (n), (o) and (p) of Section 12955 of the California Government Code shall apply to said paragraph.”

5.4.3 In contracts: “The contracting party or parties hereby covenant by and for himself or herself and their respective successors and assigns, that there shall be no discrimination against or segregation of any person or group of persons, on account of any basis listed in subdivision (a) or (d) of Section 12955 of the California Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the California Government Code, in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of the premises, nor shall the contracting party or parties, any subcontracting party or parties, or their respective assigns or transferees, establish or permit any such practice or practices of discrimination or segregation.

Notwithstanding the immediately preceding paragraph, with respect to familial status, said paragraph shall not be construed to apply to housing for older persons, as defined in Section 12955.9 of the California Government Code. With respect to familial status, nothing in said paragraph shall be construed to affect Sections 51.2, 51.3, 51.4, 51.10, 51.11, and 799.5 of the California Civil Code, relating to housing for senior citizens. Subdivision (d) of Section 51 and Section 1360 of the California Civil Code and subdivisions (n), (o) and (p) of Section 12955 of the California Government Code shall apply to said paragraph.”

5.5 Restrictive Covenant. In order to insure the Developer’s compliance with the covenants set forth in Sections 5.1, 5.2, 5.3, and 5.4 hereof, such covenants shall be set forth in the Grant Deed. Such covenants shall run with the Property for the benefit of the City.

5.6 Effect and Duration of Covenants. The following covenants shall be binding upon the Property and Developer and its successors and assigns and shall remain in effect for the following periods, and each of which shall be set forth with particularity in any document of transfer or conveyance by the Developer:

(1) The use and non-discrimination and non-segregation requirements set forth in Sections 5.1, 5.3 and 5.4 shall remain in effect in perpetuity;

(2) The maintenance requirements set forth in Section 5.2 shall remain in effect for the period described therein, and;

(3) Easements to the City, or other public agencies for utilities existing as of the execution of this Agreement, which shall remain in effect according to their terms.

ARTICLE 6
EVENTS OF DEFAULT, REMEDIES AND TERMINATION

6.1 Developer Events of Defaults. Occurrence of any or all of the following, if uncured after the expiration of any applicable cure period, shall constitute a default (“**Developer Event of Default**”) under this Agreement:

6.1.1 The Developer’s sale, lease, or other transfer, or the occurrence of any involuntary transfer, of the Property or any part thereof or interest therein in violation of this Agreement; or

6.1.2 Filing of a petition in bankruptcy by or against the Developer or appointment of a receiver or trustee of any property of the Developer, or an assignment by the Developer for the benefit of creditors, or adjudication that the Developer is insolvent by a court, and the failure of the Developer to cause such petition, appointment, or assignment to be removed or discharged within ninety (90) days;

6.1.3 The Developer’s failure to perform any requirement or obligation of Developer set forth herein, on or prior to the date for such performance set forth herein (subject to delays pursuant to Section 7.9), and, so long as such failure is not caused by any wrongful act of the City, the Developer’s failure to cure such breach within thirty (30) days after receipt of written notice from the City of the Developer’s breach; or

6.1.4 The Developer’s failure to deposit with Escrow Holder the Deposit or the balance of the Purchase Price as required by Section 2.2.

6.2 City Events of Default. Occurrence of any or all of the following, if uncured after the expiration of the applicable cure period, shall constitute a default (“**City Event of Default**”, and together with the Developer Event of Default, a “**Default**”) under this Agreement:

6.2.1 The City, in violation of the applicable provision of this Agreement, fails to convey the Property to Developer at the Close of Escrow; or

6.2.2 The City breaches any other material provision of this Agreement.

Upon the occurrence of any of the above-described events, the Developer shall first notify the City in writing of its purported breach or failure, giving the City thirty (30) days from receipt of such notice to cure such breach or failure (other than a failure by the City to convey the Property at the Close of Escrow, for which there shall be no cure period) or if a cure is not possible within the thirty (30) day period, to begin such cure and diligently prosecute the same to completion, which shall, in any event, not exceed one hundred eighty (180) days from the date of receipt of the notice to cure.

6.3 Remedies in the Event of Default.

6.3.1 Remedies General. In the event of a breach or a default under this Agreement by either Developer or City, prior to the Close of Escrow, the non-defaulting party shall have the right to terminate this Agreement by providing ten (10) days written notice thereof to the defaulting party. If such breach or default is not cured within such ten (10) day period (other than a failure by the City to convey the Property at the Close of Escrow, for which there shall be no cure period), this Agreement and the Escrow for the purchase and sale of the Property shall terminate, and if Developer is the non-defaulting party, Developer shall thereupon promptly receive a refund of the Deposit and all interest accrued thereon. Except as herein otherwise expressly provided, such termination of the Escrow by a non-defaulting party shall be without prejudice to the non-defaulting party's rights and remedies against the defaulting party at law or equity.

In the event of a Default under this Agreement after the Close of Escrow, the non-defaulting party may seek against the defaulting party any available remedies at law or equity, including but not limited to the right to receive reimbursement for its documented out-of-pocket costs relating to this purchase transaction or to pursue an action for specific performance, but in no event shall such non-defaulting party be entitled to receive any consequential or special damages.

IF THE DEVELOPER FAILS TO COMPLETE THE ACQUISITION OF THE PROPERTY AS HEREIN PROVIDED BY REASON OF ANY DEFAULT OF THE DEVELOPER, IT IS AGREED THAT THE DEPOSIT SHALL BE NON-REFUNDABLE AND THE CITY SHALL BE ENTITLED TO SUCH DEPOSIT, AND ANY DISPOSITION COSTS, WHICH AMOUNTS SHALL BE ACCEPTED BY THE CITY AS LIQUIDATED DAMAGES AND NOT AS A PENALTY AND AS THE CITY'S SOLE AND EXCLUSIVE REMEDY. IT IS AGREED THAT SAID AMOUNTS CONSTITUTE A REASONABLE ESTIMATE OF THE DAMAGES TO THE CITY PURSUANT TO CALIFORNIA CIVIL CODE SECTION 1671 ET SEQ. THE CITY AND DEVELOPER AGREE THAT IT WOULD BE IMPRACTICAL OR IMPOSSIBLE TO PRESENTLY PREDICT WHAT MONETARY DAMAGES THE CITY WOULD SUFFER UPON THE DEVELOPER'S FAILURE TO COMPLETE ITS ACQUISITION OF THE PROPERTY. THE DEVELOPER DESIRES TO LIMIT THE MONETARY DAMAGES FOR WHICH IT MIGHT BE LIABLE HEREUNDER AND THE DEVELOPER AND CITY DESIRE TO AVOID THE COSTS AND DELAYS THEY WOULD INCUR IF A LAWSUIT WERE COMMENCED TO RECOVER DAMAGES OR OTHERWISE ENFORCE THE CITY'S RIGHTS. IF FURTHER INSTRUCTIONS ARE REQUIRED BY ESCROW HOLDER TO EFFECTUATE THE TERMS OF THIS PARAGRAPH, THE DEVELOPER AND CITY AGREE TO EXECUTE THE SAME. THE PARTIES ACKNOWLEDGE THIS PROVISION BY PLACING THEIR INITIALS BELOW:

City Developer

6.3.2 Liberal Construction. The rights established in this Agreement are to be interpreted in light of the fact that the City will convey the Property to the Developer for development and operation of the Project thereon and not for speculation in undeveloped land or for construction of different improvements. The Developer acknowledges that it is of the

essence of this Agreement that the Developer is obligated to complete all Improvements comprising the Project.

6.4 No Personal Liability. Except as specifically provided herein to the contrary, no representative, employee, attorney, agent or consultant of the City shall personally be liable to the Developer, or any successor in interest of the Developer, in the event of any Default or breach by the City, or for any amount which may become due to the Developer, or any successor in interest, on any obligation under the terms of this Agreement.

6.5 Legal Actions.

6.5.1 Institution of Legal Actions. Any legal actions brought pursuant to this Agreement must be instituted in either the Superior Court of the County of Los Angeles, State of California, or in an appropriate municipal court in that County.

6.5.2 Applicable Law. The laws of the State of California shall govern the interpretation and enforcement of this Agreement.

6.5.3 Acceptance of Service of Process. If any legal action is commenced by the Developer against the City, service of process on the City shall be made by personal service upon the City Manager or City Clerk of the City, or in such other manner as may be provided by law. If any legal action is commenced by the City against the Developer, service of process on the Developer shall be made by personal service upon the Developer, or in such other manner as may be provided by law, whether made within or without the State of California.

6.6 Rights and Remedies are Cumulative. Except as otherwise expressly stated in this Agreement, the rights and remedies of the parties are cumulative, and the exercise by either party of one or more of such rights or remedies shall not preclude the exercise by it, at the same time or different times, of any other rights or remedies for the same Default or any other Default by the other party.

6.7 Inaction Not a Waiver of Default. Except as expressly provided in this Agreement to the contrary, any failure or delay by either party in asserting any of its rights and remedies as to any default shall not operate as a waiver of any default or of any such rights or remedies, or deprive either such party of its rights to institute and maintain any actions or proceedings which it may deem necessary to protect, assert or enforce any such rights or remedies.

ARTICLE 7 GENERAL PROVISIONS

7.1 Insurance.

7.1.1 Prior to commencement of any demolition or construction work on the Property by the Developer, the Developer shall obtain (or cause the General Contractor to obtain), at the Developer's sole cost and expense, and shall maintain in force until completion of construction of the Improvements, with a reputable and financially responsible insurance company reasonably acceptable to the City, broad form commercial general public liability

insurance, insuring the Developer and the City against claims and liability for bodily injury, death, or property damage arising from the use, occupancy, condition, or operation of the Property and the Improvements thereon, which insurance shall provide combined single limit protection of at least Two Million Dollars (\$2,000,000.00), and include contractual liability endorsement. Such insurance shall name the City, as additional insureds.

7.1.2 Prior to commencement of any demolition or construction work on the Property by the Developer, the Developer shall also obtain, or cause to be obtained, at the Developer's sole cost and expense, and shall maintain in force until completion of the construction of the Improvements, with a reputable and financially responsible insurance company reasonably acceptable to the City (i) "all risk" builder's risk insurance, including coverage for vandalism and malicious mischief, in a form and amount and with a reputable and financially responsible insurance company reasonably acceptable to the City, and (ii) workers' compensation insurance covering all persons employed in connection with work. The builder's risk insurance shall cover improvements in place and all material and equipment at the job site furnished under contract, but shall exclude contractors', subcontractors', and construction managers' tools and equipment and property owned by contractors' and subcontractors' employees.

7.1.3 Prior to the commencement of any demolition or construction work on the Property by the Developer, the Developer shall also furnish or cause to be furnished to the City evidence satisfactory to the City that any contractor with whom it has contracted for the performance of work on the Property carries workers' compensation insurance as required by law.

7.1.4 With respect to each policy of insurance required above, the Developer shall furnish a certificate of insurance countersigned by an authorized agent of the insurance carrier on the insurance carrier's form setting forth the general provisions of the insurance coverage. The required certificate shall be furnished by the Developer prior to commencement of any demolition or construction work on the Property.

7.1.5 All such policies required by this Section shall be nonassessable and shall contain language to the effect that (i) the policies cannot be canceled or materially changed except after thirty (30) days' written notice by the insurer to the City, and (ii) the City shall not be liable for any premiums or assessments. All such insurance shall have deductibility limits reasonably satisfactory to the City. The provisions of this Section shall survive the Close of Escrow and the recordation of the Grant Deed and shall not be deemed merged into the Grant Deed upon its recordation.

7.2 Indemnity.

From and after the Close of Escrow, Developer hereby agrees to indemnify, defend, protect and hold harmless, with counsel of the City's choosing, the City and any and all officials, officers, agents, employees, attorneys and representatives of the City (collectively "City Representatives"), and each of them, from and against all losses, liabilities, claims, damages, penalties, fines, forfeitures, costs and expenses (including all reasonable out-of-pocket litigation costs and reasonable attorney's fees) and demands of any nature whatsoever, including

attorneys' fees (collectively "Losses and Liabilities"), related directly or indirectly to, or arising out of or in any way connected with the Developer's use, ownership, management, occupancy or possession of the Property; any breach or Default of Developer hereunder; any of the Developer's activities on the Property (or the activities of the Developer's agents, employees, lessees, representatives, licensees, guests, invitees, contractors, subcontractors, or independent contractors on the Property), including without limitation, the construction of the Improvements on the Property; the presence or clean-up of Hazardous Substances on, in or under the Property to the extent the same was caused by Developer or Developer's affiliates, agents or employees; Developer's obligation upon Developer's acquisition of the Property to remediate the existing Hazardous Substances thereon so that the Property is in compliance with all applicable environmental laws relating to the anticipated use of the Property, the construction of any improvements on the Property, or the use or condition of any such improvements; any other fact, circumstance or event related to the Developer's performance hereunder of any covenant to be performed following the closing, or which may otherwise arise from the Developer's ownership, use, possession, improvement, operation or disposition of the Property after the Closing, regardless of whether such damages, losses and liabilities shall accrue or are discovered before or after termination or expiration of this Agreement. This indemnification requires Developer to indemnify the City and any and all City Representatives from and against all Losses and Liabilities, including attorneys' fees, related directly or indirectly to, or arising out of or in any way connected with any existing or future Hazardous Substances on the Property after the acquisition thereof by Developer. Developer's obligation to defend shall arise regardless of any claim or assertion that the Agency and/or City caused or contributed to the Losses and/or Liabilities. The terms of this Section shall survive the expiration or earlier termination of this Agreement.

7.3 Notices. All notices and demands shall be given in writing by certified mail, postage prepaid, and return receipt requested, by nationally recognized overnight courier or by personal delivery (including by commercial messenger service) or by facsimile transmission. Notices shall be considered given upon the earlier of (a) personal delivery, (b) three (3) business days following deposit in the United States mail, postage prepaid, certified or registered, return receipt requested, (c) the next business day after deposit with a nationally reorganized overnight courier, (d) on the day of facsimile transmission, in each instance addressed to the recipient as set forth below. Notices shall be addressed as provided below for the respective party; provided that if any party gives notice in writing of a change of name or address, notices to such party shall thereafter be given as demanded in that notice:

City: City of Industry
15625 East Stafford Street, Suite 100
City of Industry, California 91744
Attention: Paul Philips, City Manager
Facsimile: (626) 961-6795

with a copy to: Casso & Sparks, LLP
Post Office Box 4131
West Covina, CA 91791
Attention: James M. Casso

Developer: CT Chestnut LLC
c/o CT Realty Corporation
65 Enterprise, Suite 150
Aliso Viejo, California 92656
Attention: Michael W. Traynham
Facsimile: (949) 330-5571

7.4 Construction. The parties agree that each party and its counsel have reviewed and revised this Agreement and that any rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not apply in the interpretation of this Agreement or any amendments or exhibits thereto.

7.5 Developer's Warranties. The Developer warrants and represents to the City as follows:

7.5.1 The Developer has full power and authority to execute and enter into this Agreement and to consummate the transaction contemplated hereunder. This Agreement constitutes the valid and binding agreement of the Developer, enforceable in accordance with its terms subject to bankruptcy, insolvency of other creditors' rights laws of general application. Neither the execution nor delivery of this Agreement, nor the consummation of the transactions covered hereby, nor compliance with the terms and provisions hereof, shall conflict with, or result in a breach of, the terms, conditions or provisions of, or constitute a default under, any agreement or instrument to which the Developer is a party.

7.5.2 As of the Close of Escrow, the Developer will have inspected the Property and will be familiar with all aspects of the Property and its condition, and will accept such condition.

7.5.3 The Developer has not paid or given, and will not pay or give, to any third person, any money or other consideration for obtaining this Agreement, other than normal costs of conducting business and costs of professional services such as architects, engineers and attorneys.

7.6 Interpretation. In this Agreement the neuter gender includes the feminine and masculine, and singular number includes the plural, and the words "person" and "party" include corporation, partnership, firm, trust, or association where ever the context so requires.

7.7 Time of the Essence; Definition of Business Day. Time is of the essence of this Agreement. For purposes of this Agreement, "business day" means any day other than Saturday, Sunday or a holiday observed by national or federally chartered banks. Unless the context otherwise requires, all periods terminating on a given day, period of days, or date shall terminate at 5:00 p.m. (California time) on such date or dates, and references to "days" shall refer to calendar days except if such references are to business days. Any event specified to occur on a non-business day shall be extended automatically to the end of the first business day thereafter.

7.8 Attorneys' Fees. If any action at law or suit in equity is brought to enforce or interpret the provisions of this Agreement, the prevailing party shall be entitled to reasonable

attorneys' fees and all related costs, including costs of expert witnesses and consultants, as well as costs on appeal, in addition to any other relief to which it may be entitled.

7.9 Enforced Delay: Extension of Times of Performance. Notwithstanding anything to the contrary in this Agreement, unexcused failure to commence construction of the Improvements on or prior to the Commencement Date, as defined in the Agency Agreement, or to complete construction of the Improvements on or prior to the Completion Date, as defined in the Agency Agreement, shall constitute a Default hereunder as herein set forth; provided, however, nonperformance of such obligations or any other obligations to be performed hereunder shall be excused when performance is prevented or delayed by reason of any of the following forces reasonably beyond the control of the party responsible for such performance: (i) war, insurrection, riot, flood, severe weather, earthquake, fire, casualty, acts of public enemy, governmental restriction, litigation, acts or failures to act of any governmental or quasi-governmental agency or entity, including the City, or public utility, or any declarant under any applicable conditions, covenants, and restrictions affecting the Property, or (ii) inability to secure necessary labor, materials or tools, strikes, lockouts, delays of any contractor, subcontractor or supplier or (iii) other matters generally constituting a force majeure event in circumstances similar to those contemplated by this Agreement (but which shall not in any event include the availability of financing to construct the Improvements). In the event of an occurrence described in clauses (i), (ii) or (iii) above, such nonperformance shall be excused and the time of performance shall be extended by the number of days the matters described in clauses (i), (ii) or (iii) above materially prevent or delay performance.

7.10 Approvals by the City and the Developer. Unless otherwise specifically provided herein, wherever this Agreement requires the City or the Developer to approve any contract, document, plan, proposal, specification, drawing or other matter, such approval shall not unreasonably be withheld, conditioned or delayed.

7.11 Developer's Private Undertaking. The development covered by this Agreement is a private undertaking, and the Developer shall have full power over and exclusive control of the Property while the Developer holds title to the Property; subject only to the limitations and obligations of the Developer under this Agreement.

7.12 Entire Agreement, Waivers and Amendments. This Agreement is executed in duplicate originals, each of which is deemed to be an original. This Agreement, together with all attachments and exhibits hereto, constitutes the entire understanding and agreement of the parties. This Agreement integrates all of the terms and conditions mentioned herein or incidental hereto, and supersedes all negotiations or previous agreements between the parties with respect to the subject matter hereof. No subsequent agreement, representation or promise made by either party hereto, or by or to any employee, officer, agent or representative of either party, shall be of any effect unless it is in writing and executed by the party to be bound thereby. No person is authorized to make, and by execution hereof the Developer and the City acknowledge that no person has made, any representation, warranty, guaranty or promise except as set forth herein; and no agreement, statement, representation or promise made by any such person which is not contained herein shall be valid or binding on the Developer or the City.

7.13 Counterparts. This Agreement may be executed simultaneously in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

7.14 Severability. Each and every provision of this Agreement is, and shall be construed to be, a separate and independent covenant and agreement. If any term or provision of this Agreement or the application thereof shall to any extent be held to be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to circumstances other than those to which it is invalid or unenforceable, shall not be affected hereby, and each term and provision of this Agreement shall be valid and shall be enforced to the extent permitted by law.

7.15 Survival. The provisions hereof shall not terminate but rather shall survive any conveyance hereunder and the delivery of all consideration.

7.16 Representations of City. The City warrants and represents to the Developer as follows:

(a) The City has full power and authority to execute and enter into this Agreement and to consummate the transactions contemplated hereunder. This Agreement constitutes the valid and binding agreement of the City, enforceable in accordance with its terms subject to bankruptcy, insolvency and other creditors' rights laws of general application. Neither the execution nor delivery of this Agreement, nor the consummation of the transactions covered hereby, nor compliance with the terms and provisions hereof, shall conflict with, or result in a breach of, the terms, conditions or provisions of, or constitute a default under, any agreement or instrument to which the City is a party.

(b) As of the Effective Date and the Close of Escrow, the Property is not presently the subject of any condemnation or similar proceeding, and to the City's knowledge, no such condemnation or similar proceeding is currently threatened or pending.

(c) As of the Close of Escrow, there are no management, service, supply or maintenance contracts affecting the Property which shall affect the Property on or following the Close of Escrow.

(d) The City has not authorized any broker or finder to act on its behalf in connection with the sale and purchase hereunder and the City has not dealt with any broker or finder purporting to act on behalf of the City or otherwise.

(e) As of the Close of Escrow, there are no leases or other occupancy agreements affecting the Property, with the exception of the billboard lease, as set forth in Article 3, which shall affect the Property on or following the Close of Escrow.

(f) As of the Close of Escrow and to the actual knowledge of the City, the City has not received any written notice from any governmental entity regarding the violation of any law or governmental regulation with respect to the Property.

7.17 Developer's Broker(s). Developer shall pay all commissions and fees that may be payable to any broker, finder or salesperson engaged by Developer, and shall defend, indemnify and hold City harmless from and against any and all claims, liabilities, losses, damages, costs and expenses relating thereto.

IN WITNESS WHEREOF, the parties hereto have entered into this agreement as of the day and year first above written.

DEVELOPER

CT CHESTNUT LLC,
a Delaware limited liability company

By: CT Realty Corporation,
a California corporation, its Manager

By: _____

Name: _____

Title: _____

By: _____

Name: _____

Title: _____

CITY OF INDUSTRY

By: _____
Mark D. Radecki, Mayor

ATTEST:

Cecelia Dunlap, Deputy City Clerk

APPROVED AS TO FORM:

By: _____
James M. Casso, City Attorney

LIST OF EXHIBITS

- Exhibit "A" Legal Description of the Property
- Exhibit "B" Form of Grant Deed
- Exhibit "C" Form of Right of Entry Agreement
- Exhibit "D" Billboard Lease

EXHIBIT "A"

LEGAL DESCRIPTION OF THE PROPERTY

The land referred to is situated in the City of Industry, County of Los Angeles, State of California, and is described as follows:

A PORTION OF LOT 2 OF THE BIDART TRACT, IN THE CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN MAP BOOK 15, PAGE 79 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THAT CERTAIN PARCEL 2, DESCRIBED IN QUITCLAIM DEED TO TOSCO OPERATING COMPANY INC., RECORDED DECEMBER 29, 2000, AS INSTRUMENT NO. 00-2027298 OF OFFICIAL RECORDS OF SAID COUNTY, SAID POINT OF BEGINNING ALSO BEING ON THE NORTHERLY LINE OF RAILROAD STREET, 60.00 FEET WIDE, DESCRIBED IN DEED RECORDED APRIL 30, 1964, AS INSTRUMENT NO. 1517, IN BOOK D2453, PAGE 676 OF OFFICIAL RECORDS OF SAID COUNTY; THENCE ALONG SAID NORTHERLY LINE, NORTH 84° 15' 00" WEST, 120.00 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 30.00 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 90° 00' 00", AN ARC DISTANCE OF 47.12 FEET TO THE EASTERLY LINE OF AZUSA AVENUE, 120.00 FEET WIDE, AS SHOWN ON PARCEL MAP NO. 113, RECORDED IN BOOK 91, PAGE 51, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE TANGENT TO THE LAST CURVE AND ALONG SAID EASTERLY LINE, NORTH 05° 45' 00" EAST, 73.73 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 1440.00 FEET; THENCE NORTHERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 01° 50' 51", AN ARC DISTANCE OF 46.44 FEET TO ITS INTERSECTION WITH THE NORTHERLY LINE OF SAID TOSCO OPERATING COMPANY INC. PARCEL; THENCE ALONG SAID NORTHERLY LINE, SOUTH 84° 15' 00" EAST, 149.25 FEET TO THE EASTERLY LINE OF SAID PARCEL; THENCE ALONG SAID EASTERLY LINE, SOUTH 05° 45' 00" WEST, 150.20 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM ONE-HALF OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES THAT MAY BE PRODUCED IN, UNDER OR UPON SAID LAND BUT WITHOUT THE RIGHT TO LOCATE DRILLING RIG, OR RIGS WITHIN 100 FEET OF ANY IMPROVEMENTS THEREON AT THE TIME OF DRILLING, AS RESERVED IN THE DEED FROM BESSIE ISRAEL, A WIDOW, AND EDITH E. SERCOMBE, A MARRIED WOMAN, EACH AS TO AN UNDIVIDED ONE-HALF INTEREST, RECORDED FEBRUARY 09, 1955 IN BOOK 46858, PAGE 390 OF OFFICIAL RECORDS.

APN: 8264-025-911

EXHIBIT "B"

FORM OF GRANT DEED

RECORDING REQUESTED BY:

FIRST AMERICAN TITLE INSURANCE COMPANY

AND WHEN RECORDED RETURN TO:

City of Industry
15625 East Stafford Street, Suite 100
City of Industry, California 91744
Attention: City Clerk

[The undersigned declares that this Grant Deed is exempt from Recording Fees pursuant to California Government Code Section 27383]

GRANT DEED

Documentary Transfer Tax: \$ _____

THE UNDERSIGNED GRANTOR DECLARES:

FOR VALUABLE CONSIDERATION, the receipt of which is hereby acknowledged, the **CITY OF INDUSTRY** (the "**Grantor**"), hereby grants to **CT CHESTNUT LLC**, a Delaware limited liability company (the "**Grantee**"), that certain real property described in Exhibit A attached hereto (the "**Site**") and incorporated herein by this reference, together with all of Grantor's right, title and interest in and to all easements, privileges and rights appurtenant to the Site.

This Grant Deed of the Site is subject to the provisions of a Purchase Agreement [_____] (the "**Agreement**") entered into by and between the Grantor and Grantee dated as of _____, 2015, the terms of which are incorporated herein by reference. A copy of the Agreement is available for public inspection at the offices of the Grantor located at 15625 East Stafford Street, Suite 100, City of Industry, California 91744. The Site is conveyed further subject to all easements, rights of way, covenants, conditions, restrictions, reservations and all other matters of record, and the following conditions, covenants and agreements.

1. The Site as described in Exhibit A is conveyed subject to the condition that the Grantee covenants and agrees for itself, and its successors and its assigns, that the Grantee, such successors, and such assignees shall use the Site, and every part thereof, only for the construction of certain improvements thereon as described in the Agreement and thereafter for any use allowed under applicable law.

2. The Site is conveyed subject to the condition that:

(a) The Grantee covenants and agrees for itself, its successors and assigns, and every successor in interest to the Site, that after completion of the Project (as defined in the Agreement), the Grantee and the Grantee's transferees, successors and assigns, shall maintain the Site and the Project (including landscaping) in a commercially reasonable condition and repair for a period of fifteen (15) years, and following construction of certain improvements thereon shall use the Site for any such uses as are allowed under applicable law.

(b) The Grantee covenants by and for himself or herself, his or her heirs, executors, administrators and assigns, and all persons claiming under or through them, that there shall be no discrimination against or segregation of, any person or group of persons on account of any basis listed in subdivision (a) or (d) of Section 12955 of the California Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the California Government Code, in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of the premises herein conveyed, nor shall the Grantee himself or herself, or any person claiming under or through him or her, establish or permit any practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, subtenants, sublessees or vendees in the premises herein conveyed.

Notwithstanding the immediately preceding paragraph, with respect to familial status, said paragraph shall not be construed to apply to housing for older persons, as defined in Section 12955.9 of the California Government Code. With respect to familial status, nothing in said paragraph shall be construed to affect Sections 51.2, 51.3, 51.4, 51.10, 51.11, and 799.5 of the California Civil Code, relating to housing for senior citizens. Subdivision (d) of Section 51 and Section 1360 of the California Civil Code and subdivisions (n), (o) and (p) of Section 12955 of the California Government Code shall apply to said paragraph.

3. All deeds, leases or contracts entered into with respect to the Property shall contain or be subject to substantially the following nondiscrimination/nonsegregation clauses:

(a) In deeds: "The Grantee herein covenants by and for himself or herself, his or her heirs, executors, administrators and assigns, and all persons claiming under or through them, that there shall be no discrimination against or segregation of, any person or group of persons on account of any basis listed in subdivision (a) or (d) of Section 12955 of the California Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the California Government Code, in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of the premises herein conveyed, nor shall the Grantee himself or herself, or any person claiming under or through him or her, establish or permit any practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, subtenants, sublessees or vendees in the premises herein conveyed. The foregoing covenants shall run with the land.

Notwithstanding the immediately preceding paragraph, with respect to familial status, said paragraph shall not be construed to apply to housing for older persons, as defined in Section 12955.9 of the California Government Code. With respect to familial status, nothing in said paragraph shall be construed to affect Sections 51.2, 51.3, 51.4, 51.10, 51.11, and 799.5 of

the California Civil Code, relating to housing for senior citizens. Subdivision (d) of Section 51 and Section 1360 of the California Civil Code and subdivisions (n), (o) and (p) of Section 12955 of the California Government Code shall apply to said paragraph.”

(b) In leases: “The lessee herein covenants by and for himself or herself, his or her heirs, executors, administrators and assigns, and all persons claiming under or through him or her, and this lease is made and accepted upon and subject to the following conditions: That there shall be no discrimination against or segregation of any person or group of persons, on account of any basis listed in subdivision (a) or (d) of Section 12955 of the California Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the California Government Code, in the leasing, subleasing, transferring, use or occupancy, tenure or enjoyment of the premises herein leased nor shall the lessee himself or herself, or any person claiming under or through him or her, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, sublessees, subtenants or vendees in the premises herein leased.

Notwithstanding the immediately preceding paragraph, with respect to familial status, said paragraph shall not be construed to apply to housing for older persons, as defined in Section 12955.9 of the California Government Code. With respect to familial status, nothing in said paragraph shall be construed to affect Sections 51.2, 51.3, 51.4, 51.10, 51.11, and 799.5 of the California Civil Code, relating to housing for senior citizens. Subdivision (d) of Section 51 and Section 1360 of the California Civil Code and subdivisions (n), (o) and (p) of Section 12955 of the California Government Code shall apply to said paragraph.”

(c) In contracts: “The contracting party or parties hereby covenant by and for himself or herself and their respective successors and assigns, that there shall be no discrimination against or segregation of any person or group of persons, on account of any basis listed in subdivision (a) or (d) of Section 12955 of the California Government Code, as those bases are defined in Sections 12926, 12926.1, subdivision (m) and paragraph (1) of subdivision (p) of Section 12955, and Section 12955.2 of the California Government Code, in the sale, lease, sublease, transfer, use, occupancy, tenure or enjoyment of the premises, nor shall the contracting party or parties, any subcontracting party or parties, or their respective assigns or transferees, establish or permit any such practice or practices of discrimination or segregation.

Notwithstanding the immediately preceding paragraph, with respect to familial status, said paragraph shall not be construed to apply to housing for older persons, as defined in Section 12955.9 of the California Government Code. With respect to familial status, nothing in said paragraph shall be construed to affect Sections 51.2, 51.3, 51.4, 51.10, 51.11, and 799.5 of the California Civil Code, relating to housing for senior citizens. Subdivision (d) of Section 51 and Section 1360 of the California Civil Code and subdivisions (n), (o) and (p) of Section 12955 of the California Government Code shall apply to said paragraph.”

4. All covenants and agreements contained in this Grant Deed shall run with the land and shall be binding for the benefit of Grantor and its successors and assigns and such covenants shall run in favor of the Grantor and for the entire period during which the covenants shall be in force and effect as provided in the Agreement, without regard to whether the Grantor is or

remains an owner of any land or interest therein to which such covenants relate. The Grantor, in the event of any breach of any such covenants, shall have the right to exercise all of the rights and remedies provided herein or otherwise available, and to maintain any actions at law or suits in equity or other property proceedings to enforce the curing of such breach. The covenants contained in this Grant Deed shall be for the benefit of and shall be enforceable only by the Grantor and its successors and assigns.

5. The covenants contained in Paragraphs 2 and 3 of this Grant Deed shall remain in effect in perpetuity except as otherwise expressly set forth therein.

6. This Grant Deed may be executed simultaneously in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

[Signatures appear on next page.]

IN WITNESS WHEREOF, Grantor and Grantee have caused this Grant Deed to be executed and notarized as of this ____ day of _____, 20__.

GRANTOR:

CITY OF INDUSTRY

By: _____
Name: Mark D. Radecki
Title: Mayor

ATTEST:

Cecelia Dunlap, Deputy City Clerk

GRANTEE:

CT CHESTNUT LLC,
a Delaware limited liability company

By: CT Realty Corporation,
a California corporation, its Manager

By: _____
Name: _____
Title: _____

By: _____
Name: _____
Title: _____

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Los Angeles)

On _____, before me, _____,
(insert name and title of the officer)

Notary Public, personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Los Angeles)

On _____, before me, _____,
(insert name and title of the officer)

Notary Public, personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

Exhibit A

LEGAL DESCRIPTION OF THE PROPERTY

(Attached.)

EXHIBIT "A"

LEGAL DESCRIPTION OF THE PROPERTY

The land referred to is situated in the City of Industry, County of Los Angeles, State of California, and is described as follows:

A PORTION OF LOT 2 OF THE BIDART TRACT, IN THE CITY OF INDUSTRY, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN MAP BOOK 15, PAGE 79 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THAT CERTAIN PARCEL 2, DESCRIBED IN QUITCLAIM DEED TO TOSCO OPERATING COMPANY INC., RECORDED DECEMBER 29, 2000, AS INSTRUMENT NO. 00-2027298 OF OFFICIAL RECORDS OF SAID COUNTY, SAID POINT OF BEGINNING ALSO BEING ON THE NORTHERLY LINE OF RAILROAD STREET, 60.00 FEET WIDE, DESCRIBED IN DEED RECORDED APRIL 30, 1964, AS INSTRUMENT NO. 1517, IN BOOK D2453, PAGE 676 OF OFFICIAL RECORDS OF SAID COUNTY; THENCE ALONG SAID NORTHERLY LINE, NORTH 84° 15' 00" WEST, 120.00 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 30.00 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 90° 00' 00", AN ARC DISTANCE OF 47.12 FEET TO THE EASTERLY LINE OF AZUSA AVENUE, 120.00 FEET WIDE, AS SHOWN ON PARCEL MAP NO. 113, RECORDED IN BOOK 91, PAGE 51, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE TANGENT TO THE LAST CURVE AND ALONG SAID EASTERLY LINE, NORTH 05° 45' 00" EAST, 73.73 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 1440.00 FEET; THENCE NORTHERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 01° 50' 51", AN ARC DISTANCE OF 46.44 FEET TO ITS INTERSECTION WITH THE NORTHERLY LINE OF SAID TOSCO OPERATING COMPANY INC. PARCEL; THENCE ALONG SAID NORTHERLY LINE, SOUTH 84° 15' 00" EAST, 149.25 FEET TO THE EASTERLY LINE OF SAID PARCEL; THENCE ALONG SAID EASTERLY LINE, SOUTH 05° 45' 00" WEST, 150.20 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM ONE-HALF OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES THAT MAY BE PRODUCED IN, UNDER OR UPON SAID LAND BUT WITHOUT THE RIGHT TO LOCATE DRILLING RIG, OR RIGS WITHIN 100 FEET OF ANY IMPROVEMENTS THEREON AT THE TIME OF DRILLING, AS RESERVED IN THE DEED FROM BESSIE ISRAEL, A WIDOW, AND EDITH E. SERCOMBE, A MARRIED WOMAN, EACH AS TO AN UNDIVIDED ONE-HALF INTEREST, RECORDED FEBRUARY 09, 1955 IN BOOK 46858, PAGE 390 OF OFFICIAL RECORDS.

APN: 8264-025-911

EXHIBIT "C"

RIGHT OF ENTRY AND ACCESS AGREEMENT

THIS RIGHT OF ENTRY AND ACCESS AGREEMENT (herein called this "Agreement") is made and entered into as of _____, 2015, by the **SUCCESSOR CITY OF INDUSTRY**, a public body, corporate and politic (herein called "Grantor"), and **CT CHESTNUT LLC**, a Delaware limited liability company (herein called "Grantee").

WITNESSETH:

WHEREAS, Grantor is the owner of the real property more particularly described on Exhibit A, which exhibit is attached hereto and incorporated herein by reference (herein called the "Property");

WHEREAS, concurrently with the execution of this Agreement, Grantor and Grantee contemplate entering into a Purchase Agreement related to the Property (the "Purchase Agreement");

WHEREAS, Grantee has requested the right of entry upon and access to the Property for the purpose of undertaking tests, inspections and other due diligence activities (herein called the "Due Diligence Activities") in connection with the proposed acquisition by Grantee of the Property;

WHEREAS, Grantor has agreed to grant to Grantee, and Grantee has agreed to accept from Grantor, a non-exclusive, revocable license to enter upon the Property to perform the Due Diligence Activities in accordance with the terms and provisions of this Agreement;

WHEREAS, Grantor and Grantee desire to execute and enter into this Agreement for the purpose of setting forth their agreement with respect to the Due Diligence Activities and Grantee's entry upon the Property.

NOW, THEREFORE, for and in consideration of the foregoing premises, the mutual covenants and agreements contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Grantor and Grantee do hereby covenant and agree as follows:

1. Access by Grantee.

(a) Subject to Grantee's compliance with the terms and provisions of this Agreement, until the earlier to occur of (i) the expiration of the Due Diligence Period (as defined in the Purchase Agreement); or (ii) the earlier termination of this Agreement, Grantee and Grantee's agents, employees, contractors, representatives and other designees (herein collectively called "**Grantee's Designees**") shall have the right to enter upon the Property for the purpose of conducting the Due Diligence Activities.

(b) Grantee expressly agrees as follows: (i) any activities by or on behalf of Grantee, including, without limitation, the entry by Grantee or Grantee's Designees onto the

Property in connection with the Due Diligence Activities shall not materially damage the Property in any manner whatsoever or disturb or interfere with the rights or possession of any tenant on the Property, (ii) in the event the Property is materially altered or disturbed in any manner in connection with the Due Diligence Activities, Grantee shall immediately return the Property to substantially the same condition existing prior to the Due Diligence Activities, and (iii) Grantee, to the extent allowed by law, shall indemnify, defend and hold Grantor harmless from and against any and all claims, liabilities, damages, losses, costs and expenses of any kind or nature whatsoever (including, without limitation, attorneys' fees and expenses and court costs) suffered, incurred or sustained by Grantor as a result of, by reason of, or in connection with the Due Diligence Activities or the entry by Grantee or Grantee's Designees onto the Property; provided, however, that in no event shall Grantee be liable for any liabilities, damages, losses, costs or expenses of any kind or nature that relate, directly or indirectly, to (y) consequential or punitive damages; or (z) matters that are merely discovered, but not exacerbated, by Grantee. Notwithstanding any provision of this Agreement to the contrary, Grantee shall not have the right to undertake any invasive activities or tests upon the Property, or any environmental testing on the Property beyond the scope of a standard "Phase I" investigation, without the prior written consent of Grantor of a workplan for such "Phase II" or invasive testing. If Grantor does not respond or reject any workplan within ten (10) days of Grantee's delivery of the written workplan proposal to Grantor pursuant to the notice provisions of this Agreement, then Grantor shall be deemed to have approved the submitted workplan and Grantee may proceed with such testing. If Grantor rejects such proposed workplan in whole or in part, then this Agreement shall become null and void at the sole option of Grantee, which option must be exercised by Grantee's giving Grantor written notice on or before the expiration of the Due Diligence Period, as defined in the Purchase Agreement.

2. Lien Waivers. Upon receipt of a written request from Grantor, Grantee will provide Grantor with lien waivers following completion of the Due Diligence Activities from each and every contractor, materialman, engineer, architect and surveyor who might have lien rights, in form and substance reasonably satisfactory to Grantor and its counsel. Grantee hereby indemnifies Grantor from and against any claims or demands for payment, or any liens or lien claims made against Grantor or the Property as a result of the Due Diligence Activities.

3. Insurance. Grantee shall, and shall cause all of Grantee's Designees performing the Due Diligence Activities to, procure or maintain a policy of commercial general liability insurance issued by an insurer reasonably satisfactory to Grantor covering each of the Due Diligence Activities with a single limit of liability (per occurrence and aggregate) of not less than One Million Dollars (\$1,000,000.00), and to deliver to Grantor a certificate of insurance evidencing that such insurance is in force and effect, and evidencing that Grantor has been named as an additional insured thereunder with respect to the Due Diligence Activities. Such insurance shall be maintained in force throughout the term of this Agreement.

4. Successors. To the extent any rights or obligations under this Agreement remain in effect, this Agreement shall be binding upon and enforceable against, and shall inure to the benefit of, the parties hereto and their respective heirs, legal representatives, successors and permitted assigns.

5. Limitations. Grantor does not hereby convey to Grantee any right, title or interest in or to the Property, but merely grants the specific rights and privileges hereinabove set forth.

6. Notices. Whenever any notice, demand, or request is required or permitted under this Agreement, such notice, demand, or request shall be in writing and shall be delivered by hand, be sent by registered or certified mail, postage prepaid, return receipt requested, or shall be sent by nationally recognized commercial courier for next business day delivery, to the addresses set forth below the respective executions of the parties hereof, or to such other addresses as are specified by written notice given in accordance herewith, or shall be transmitted by facsimile to the number for each party set forth below their respective executions hereof, or to such other numbers as are specified by written notice given in accordance herewith. All notices, demands, or requests delivered by hand shall be deemed given upon the date so delivered; those given by mailing as hereinabove provided shall be deemed given on the date of deposit in the United States Mail; those given by commercial courier as hereinabove provided shall be deemed given on the date of deposit with the commercial courier; and those given by facsimile shall be deemed given on the date of facsimile transmittal. Nonetheless, the time period, if any, in which a response to any notice, demand, or request must be given shall commence to run from the date of receipt of the notice, demand, or request by the addressee thereof. Any notice, demand, or request not received because of changed address or facsimile number of which no notice was given as hereinabove provided or because of refusal to accept delivery shall be deemed received by the party to whom addressed on the date of hand delivery, on the date of facsimile transmittal, on the first calendar day after deposit with commercial courier, or on the third calendar day following deposit in the United States Mail, as the case may be.

7. Assignment. This Agreement may be assigned by Grantee, in whole or in part.

8. Governing Law. This Agreement shall be construed, enforced and interpreted in accordance with the laws of the State of California.

9. Counterparts. This Agreement may be executed in several counterparts, each of which shall be deemed an original, and all of such counterparts together shall constitute one and the same instrument.

10. No Recording of Agreement or Memorandum of Agreement. In no event shall this Agreement or any memorandum hereof be recorded in the Official Records of Los Angeles County, California, and any such recordation or attempted recordation shall constitute a breach of this Agreement by the party responsible for such recordation or attempted recordation.

IN WITNESS WHEREOF, Grantor and Grantee have caused this Agreement to be executed and sealed, all the day and year first written above.

GRANTEE:

CT CHESTNUT LLC,
a Delaware limited liability company

By: CT Realty Corporation,
a California corporation, its Manager

By: _____
Name: _____
Title: _____

By: _____
Name: _____
Title: _____

Address for notices: CT Chestnut LLC
c/o CT Realty Corporation
65 Enterprise, Suite 150
Aliso Viejo, California 92656
Attention: Michael W. Traynham
Facsimile: (949) 330-5571

(Signatures continued)

GRANTOR:

CITY OF INDUSTRY

By: _____

Name: Mark D. Radecki

Title: Mayor

Address for notices: City of Industry
15625 East Stafford Street, Suite 100
City of Industry, California 91744
Attention: Paul Philips, City Manager
Telephone: (626) 333-1480
Facsimile: (626) 336-4273

With a copy to: Casso & Sparks, LLP
Post Office Box 4131
West Covina, CA 91791
Attn.: James M. Casso, Esq.
Telephone: (626) 512-5470

Exhibit A

LEGAL DESCRIPTION OF THE PROPERTY

(Attached.)

EXHIBIT "A"

LEGAL DESCRIPTION OF THE PROPERTY

The land referred to is situated in the City of Industry, County of Los Angeles, State of California, and is described as follows:

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BEGINNING AT THE SOUTHEAST CORNER OF THAT CERTAIN PARCEL 2, DESCRIBED IN QUITCLAIM DEED TO TOSCO OPERATING COMPANY INC., RECORDED DECEMBER 29, 2000, AS INSTRUMENT NO. 00-2027298 OF OFFICIAL RECORDS OF SAID COUNTY, SAID POINT OF BEGINNING ALSO BEING ON THE NORTHERLY LINE OF RAILROAD STREET, 60.00 FEET WIDE, DESCRIBED IN DEED RECORDED APRIL 30, 1964, AS INSTRUMENT NO. 1517, IN BOOK D2453, PAGE 676 OF OFFICIAL RECORDS OF SAID COUNTY; THENCE ALONG SAID NORTHERLY LINE, NORTH 84° 15' 00" WEST, 120.00 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHEASTERLY AND HAVING A RADIUS OF 30.00 FEET; THENCE NORTHWESTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 90° 00' 00", AN ARC DISTANCE OF 47.12 FEET TO THE EASTERLY LINE OF AZUSA AVENUE, 120.00 FEET WIDE, AS SHOWN ON PARCEL MAP NO. 113, RECORDED IN BOOK 91, PAGE 51, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE TANGENT TO THE LAST CURVE AND ALONG SAID EASTERLY LINE, NORTH 05° 45' 00" EAST, 73.73 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE EASTERLY AND HAVING A RADIUS OF 1440.00 FEET; THENCE NORTHERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 01° 50' 51", AN ARC DISTANCE OF 46.44 FEET TO ITS INTERSECTION WITH THE NORTHERLY LINE OF SAID TOSCO OPERATING COMPANY INC. PARCEL; THENCE ALONG SAID NORTHERLY LINE, SOUTH 84° 15' 00" EAST, 149.25 FEET TO THE EASTERLY LINE OF SAID PARCEL; THENCE ALONG SAID EASTERLY LINE, SOUTH 05° 45' 00" WEST, 150.20 FEET TO THE POINT OF BEGINNING.

EXCEPT THEREFROM ONE-HALF OF ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES THAT MAY BE PRODUCED IN, UNDER OR UPON SAID LAND BUT WITHOUT THE RIGHT TO LOCATE DRILLING RIG, OR RIGS WITHIN 100 FEET OF ANY IMPROVEMENTS THEREON AT THE TIME OF DRILLING, AS RESERVED IN THE DEED FROM BESSIE ISRAEL, A WIDOW, AND EDITH E. SERCOMBE, A MARRIED WOMAN, EACH AS TO AN UNDIVIDED ONE-HALF INTEREST, RECORDED FEBRUARY 09, 1955 IN BOOK 46858, PAGE 390 OF OFFICIAL RECORDS.

APN: 8264-025-911

EXHIBIT "D"
BILLBOARD LEASE

[Attached]

M&P OUTDOOR ADVERTISING, LLC

42 Via Paradiso
Henderson, Nevada 89011

Telephone: (702) 566-7473 -- Fax: (702) 566-7481

City: Industry State: California Date

1. The undersigned Lessor hereby Leases exclusively to M&P OUTDOOR ADVERTISING (Lessee) subject to cancellation by either party only as herein provided the use of the following described premises and full right of access to the premises for the purpose of maintaining printed or illuminated advertising signs (14x48' sign face) including necessary structures, devices and connections:

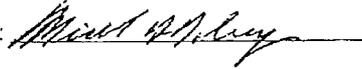
APN: 8264-025-002
LOCATION: Azusa Blvd & Railroad Street N.E.

Situated in the City of Industry, County of Los Angeles, State of California for a period of Ten (10) years from date construction of the sign structure is completed..
2. The consideration shall be One Thousand Dollars (\$1000.00) per month per face, payable by Lessee monthly in advance, commencing the first day of each month after the sign is constructed.
3. Lessee shall save the Lessor harmless from all damage to persons or property by reason of accidents resulting from the negligent acts of its agents, employees or others employed in the construction, maintenance, repair or removal of its signs on the premises.
4. Lease shall continue in full force and effect for its term and thereafter on a month-to-month basis until terminated by either party giving 30 days' written notice thereof. If this Lease is for a portion of land which is unimproved, Lessor shall have the right to terminate the Lease at any time during the period of this Lease if the Lessor is to improve the unimproved property by erecting thereon a permanent private commercial or residential building and Lessee's sign structure would interfere with placing of same, Lessee shall remove its signs within thirty (30) days after receipt of a copy of the applicable building permit, but only if in addition it has been paid in full at the time notice of building is given and the consideration described in the sentence which follows immediately is paid. The Lessor will upon giving such notice of commencement of construction, return to the Lessee all rent paid for the unexpired term plus the total cost of the construction and the removal of Lessee's signs, less 1/60th of such cost for each full month of this Lease prior to the notice of termination. If the Lessor fails to commence the erection of the private commercial or residential building within ninety (90) days after Lessee removes its signs, Lessee shall again have the right to occupy the premises and maintain advertising signs subject to the provisions of this Lease. If any portions of the property are not to be utilized for such building, the Lessee has the option to relocate its signs on the remaining portion on the same terms. At the expiration of the full term of this Lease, Lessor shall not have any obligation to pay compensation of any nature to Lessee.
5. If the view of the property or advertising sign or signs is partially or wholly obstructed, or the advertising value impaired or diminished by reduced vehicular circulation, or the use of such sign or signs is prevented or restricted by law or if permits are not obtained or once obtained, canceled or revoked, the Lessee may immediately at its option either reduce rental in direct proportion to the diminution in value as a result of such obstruction, impairment, prevention or restriction of use, or cancel this agreement and receive all rent paid for the unexpired term of this Lease, by giving the Lessor notice in writing of such obstruction, impairment, prevention or restriction of use.
6. Lessor agrees that he, his tenants, agents, employees, or any other persons acting in his behalf, shall not place or maintain any object on the property or on any neighboring property which would in any way wholly or partially obstruct the view of Lessee's sign structures. If such obstruction occurs the Lessee has the option of requiring the Lessor to remove said obstruction, or the Lessee may itself remove the obstruction charging the cost of said removal to the Lessor or the Lessee may reduce the rental herein paid to the sum of Five Dollars (\$5.00) per year so long as such obstruction continues.
7. The Lessee is and shall remain the owner of all signs, building permits, governmental approvals and improvements placed by it upon Lessor's property.
8. The Lessor represents that they are the owner of the above described property and has the authority to make this Lease and grant the rights herein provided.
9. The word "Lessor" as herein used shall include all "Lessors." This Lease is binding upon the heirs, assigns and successors of both the Lessor and Lessee.
10. In the event of any litigation to determine the rights of either party under this Lease or to construe the said Lease, or the obligations of either party in regard hereto, the prevailing party shall be entitled to reasonable attorney's fees and all court costs.
11. Lessee shall not be bound by any terms, conditions or oral representations made to Lessor by its officers, agents, or employees, unless the same are incorporated in this Lease.
12. The parties agree that in the event of any conflict between the printed form of this Lease and any rider or addendum hereto, the language contained in such rider or addendum shall govern and prevail.
13. The lessor will have the right of approval as to all advertising that includes nudity, profanity, or deemed lewd, crude or offensive.
14. Lessee will not display any advertising that is in direct competition with current or future tenants of Lessor.
15. Throughout the term of this Lease, Lessee shall maintain liability insurance with policy limits of not less than a combined single limit of Two Million Dollars (\$2,000,000.00) and naming Lessor as an additional insured.

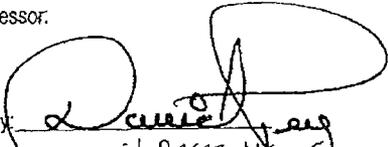
M&P OUTDOOR ADVERTISING, LLC

42 Via Paradiso
Henderson, Nevada 89011
Telephone: (702) 566-7473 -- Fax: (702) 566-7481

Accepted: M&P Outdoor Advertising, LLC
a California Limited Liability Company

By: 

Lessor.

By: 
Name: David Perez, Mayor
Address:

CITY OF INDUSTRY
P.O. Box 3366
City of Industry, CA 91744

Addendum to Lease Agreement

Addendum to Lease Agreement by and between M & P Outdoor Advertising, LLC and the City of Industry, California regarding the property located at Azusa Avenue and Railroad Street N/E.

Paragraph 4 line 8 of the Lease Agreement is amended as follows:

removal of Lessee's sign not to exceed \$72,000.00, less 1/60th of such cost for each full month of this lease prior to the notice of termination.

Paragraph 5 line 3 of the following wording is deleted:

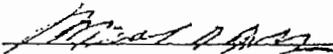
at its option either reduce rental in direct proportion to the diminution in value.

The following three paragraphs are added to the Lease Agreement:

1. Lessee shall arrange and pay for providing a supply of electrical power to the sign or signs and shall be responsible for the cost of all electrical power used in the construction, operation and maintenance of the sign or signs.
2. Lessee, at its own cost and expense, shall keep and maintain the sign or signs and all facilities appurtenant to the sign or signs in good order and repair and in as safe, clean and attractive condition as when erected, and shall promptly repair any damage to the sign or signs as a result of graffiti, vandalism, storms and weather, or other causes. If Lessee fails to do so for any period of 30 or more days after receipt from Lessor of a notice to maintain the sign or signs, then Lessor shall have the option to repair the sign or signs and recoup the costs from Lessee or to demolish and remove the sign or signs at Lessee's expense.
3. Lessee, at Lessee's own cost and expense, shall comply with the statutes, ordinances, regulations, and requirements of all governmental entities, whether Federal, State, County, or local relating to Lessee's use of the premises, whether those statutes, ordinances, regulations, or requirements are now in force or are yet to be enacted. The judgement of any court of competent jurisdiction, or the admission by Lessee in a proceeding brought against Lessee by any government entity, that Lessee has violated any such statute, ordinance, regulation, or requirement shall be conclusive as between Lessor and Lessee and shall be grounds for termination of this Agreement by Lessor.

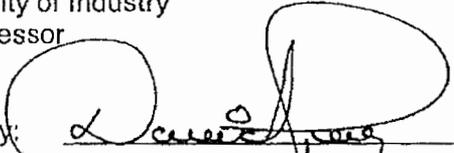
Accepted:

M & P Outdoor Advertising, LLC
Lessee

By: 

Date: 2/2/07

City of Industry
Lessor

By: 

Date: JAN 25 2007

CITY COUNCIL

ITEM NO. 5.4



CITY OF INDUSTRY

P.O. Box 3366 • 15625 E. Stafford St. • City of Industry, CA 91744-0366 • (626) 333-2211 • FAX (626) 961-6795

MEMORANDUM

To: Honorable Mayor and Members of the City Council

From: Paul J. Philips, City Manager *Paul J. Philips*

Staff: Alex Gonzalez, Director of Development Services and Administration *AG*
Clem Calvillo, City Engineer, CNC Engineering
Josh Nelson, Deputy City Engineer, CNC Engineering

Date: April 14, 2016

SUBJECT: Consideration of Resolution NO. CC 2016-20 Confirming the Continued Existence of an Emergency Condition for Follows Camp Facilities Maintenance and Repair Project Pursuant to California Public Contract Code Section 22050 and Section 3.52.110 of the City's Municipal Code

The City retains title to 84.37 acres of land commonly known as "Follows Camp" at 23100 and 23400 E. East Fork Road in Azusa ("Property"). The Property is situated in the San Gabriel Mountains, adjacent to the boundaries of the San Gabriel Mountains National Monument above the cities of Azusa and Glendora. The Property currently contains two crossing points over the East Fork of the San Gabriel River, a small bridge commonly known as the "Railroad Car Bridge" and an Arizona Crossing. During storm events, the waterway is a dynamic system which moves large quantities of debris which includes large cobbles, sand, and trees within the riverbed limits. As a result of storm events that have accumulated debris in the riverbed, the Railroad Car Bridge maintains less than one foot of freeboard on its northern end, and the Arizona Crossing is impassable due to downed trees and debris.

Based on the predicted severity of winter El Niño driven storm events, it has been determined that emergency repair activities are necessary to ensure: 1) the structural integrity of the Railroad Car Bridge, 2) the structural integrity of the Arizona Crossing, and 3) the structural integrity of the East Fork Road. It is critical to maintain the integrity of these assets to: maintain access to Southern California Edison powerlines on the Follows Camp property ridgeline that serve Camp Williams and National Forest Service properties, and ensure the structural integrity of the East Fork Road, which is a critical link within the National Monument and the only road that parallels the East Fork of the San Gabriel River.

On November 25, 2015, the City Council adopted Resolution 2015-42 for the Follows Camp Facilities Maintenance and Repairs Project, declaring that the public interest and necessity demand the immediate expenditure of public money and completion of certain

work without competitive bidding to safeguard life, health, or property and authorizing the City Manager to execute all necessary contracts and documents with qualified contractors to respond to the emergency conditions.

On November 27, 2015, the City received Notice to Proceed from the United States Army Corps of Engineers under Region General Permit (RGP) No. 63 for Repair and Protection Activities in Emergency Situations.

On December 10, 2015, the City Council adopted Resolution 2015-45 for the Follows Camp Facilities Maintenance and Repairs Project, declaring that the public interest and necessity demand the immediate expenditure of public money and completion of certain work without competitive bidding to safeguard life, health, or property and authorizing the City Manager to execute all necessary contracts and documents with qualified contractors to respond to the emergency conditions.

Pre-construction site preparation commenced on December 14, 2015. Work commenced and was completed on the Arizona Crossing December 21, 2015. Work on the Railroad Car Bridge occurred on December 23, 2015, and December 29, 2015; with completion of the Railroad Car Bridge activities on December 29, 2015.

On December 29, 2015, Sage Environmental Group notified the U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service that work on the Railroad Car Bridge and the Arizona Crossing were completed without any direct contact to open waters and no contact with endangered species.

On January 13, 2016, City staff and CNC Engineering staff met with Forest Service staff at the property to discuss resolution of permitting issues and coordination with Los Angeles County Building and Safety, Los Angeles County Planning, and Los Angeles County Public Works to complete the temporary stabilization work on the East Fork Road and receive guidance from Forest Service staff on the process for long term improvements.

On January 14, 2016, the City Council adopted Resolution 2016-03 for the Follows Camp Facilities Maintenance and Repairs Project, declaring that the public interest and necessity demand the immediate expenditure of public money and completion of certain work without competitive bidding to safeguard life, health, or property and authorizing the City Manager to execute all necessary contracts and documents with qualified contractors to respond to the emergency conditions.

On January 27, 2016, City staff and CNC Engineering staff met with Los Angeles County Geotechnical and Materials Engineering staff at the property to discuss the possible risk to the East Fork Road based on the guidance received from Forest Service staff. City staff submitted additional materials for review and requested a determination from Los Angeles County Geotechnical staff as to whether: a) an emergency repair is necessary, b) a temporary protective solution is adequate, or c) the area should be monitored before any repairs or protective solutions are considered.

On January 28, 2016, the City Council adopted Resolution 2016-08 for the Follows Camp Facilities Maintenance and Repairs Project, declaring that the public interest and

necessity demand the immediate expenditure of public money and completion of certain work without competitive bidding to safeguard life, health, or property and authorizing the City Manager to execute all necessary contracts and documents with qualified contractors to respond to the emergency conditions.

On February 8, 2016, the Principal Engineer from the Los Angeles County Department of Public Works, Geotechnical and Materials Engineering Division, notified the City in writing that the current condition of the East Fork Road does not merit an emergency condition. However, the City was directed to maintain and monitor the slope for erosion control on a monthly basis and after every storm event.

On February 11, 2016, the City Council adopted Resolution 2016-12 for the Follows Camp Facilities Maintenance and Repairs Project, declaring that the public interest and necessity demand the immediate expenditure of public money and completion of certain work without competitive bidding to safeguard life, health, or property and authorizing the City Manager to execute all necessary contracts and documents with qualified contractors to respond to the emergency conditions.

On February 23, 2016, the City Council adopted Resolution 2016-14 for the Follows Camp Facilities Maintenance and Repairs Project, declaring that the public interest and necessity demand the immediate expenditure of public money and completion of certain work without competitive bidding to safeguard life, health, or property and authorizing the City Manager to execute all necessary contracts and documents with qualified contractors to respond to the emergency conditions.

On March 3, 2016, City staff met on site with staff from the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, California Department of Fish and Wildlife, the Regional Water Quality Control Board, and Sage Environmental to review the current state of the area where work was completed in December 2015 and assess whether additional work is recommended at the site to improve habitat based on the river channel's current condition after multiple storm systems in January and February 2016.

On March 10, 2016, the City Council adopted Resolution 2016-15 for the Follows Camp Facilities Maintenance and Repairs Project, declaring that the public interest and necessity demand the immediate expenditure of public money and completion of certain work without competitive bidding to safeguard life, health, or property and authorizing the City Manager to execute all necessary contracts and documents with qualified contractors to respond to the emergency conditions.

On March 23, 2016, the City received the signed Certificate of Compliance for Permit Number SPL-2015-00833-TWJ from the United States Army Corps of Engineers for the Follows Camp project.

On March 24, 2016, the City Council adopted Resolution 2016-19 for the Follows Camp Facilities Maintenance and Repairs Project, declaring that the public interest and necessity demand the immediate expenditure of public money and completion of certain work without competitive bidding to safeguard life, health, or property and authorizing the City Manager to execute all necessary contracts and documents with qualified contractors to respond to the emergency conditions.

Based on the direction from LA County Public Works to maintain and monitor the slope below the East Fork Road during storm events, City staff is recommending the continuation of this emergency declaration through April 28, 2016, to ensure that the City is capable of responding in a timely fashion to any damage that may occur due to El Nino rain events. The contractor is currently demobilizing at Follows Camp, and it is expected that all activities at Follows Camp in relation to this emergency declaration will cease on April 28, 2016 with the ending of seasonal rains. The City is applying for a five year maintenance permit from regulating authorities, to ensure that future maintenance activities at Follows Camp fall within all applicable laws and regulations.

The City has adopted the Uniform Public Construction Cost Accounting Act ("Act"), and under the provisions of the Act (California Public Contract Code Section 22035(b)), and Section 3.52.110 of the City's Code, in the event of an emergency, upon a four-fifths vote by the City Council, the City may procure any necessary equipment, services and supplies for the emergency without engaging in the competitive bidding process. In accordance with the provisions of Section 22050(a)(2) of the Public Contract Code, it is necessary for the City Council to make a finding that the emergency will not permit a delay resulting from a competitive solicitation for bids, and that the action is necessary to respond to the emergency.

Under the provisions of Section 22050 of the Public Contract Code, upon adoption of an emergency action, the City Council must review the emergency action at every regularly scheduled meeting until the action is terminated, to determine, whether by a four-fifths vote, there is a need for continued action. The City Council's adoption of Resolution CC 2016-20 would make the findings needed pursuant to the California Public Contract Code Section 22050 to continue the declared emergency action to allow the City Manager to immediately retain the services necessary to complete the work.

Pursuant to California Public Contracts Code Section 22050, the City Council will be provided project updates at every regularly scheduled Council meeting until the project is completed.

Exhibits

A: Resolution No. CC 2016-20

AG:mk

EXHIBIT A

Resolution No. CC 2016-20

[Attached]

RESOLUTION NO. CC 2016-20

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, CONFIRMING THE CONTINUED EXISTENCE OF AN EMERGENCY CONDITION AT THE FOLLOWS CAMP PROPERTY AND DECLARING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE CERTAIN WORK TO BE PERFORMED WITHOUT COMPETITIVE BIDDING PURSUANT TO CALIFORNIA PUBLIC CONTRACT CODE SECTION 22050 AND SECTION 3.52.110 OF THE CITY'S MUNICIPAL CODE

RECITALS

WHEREAS, the City owns 84.37 acres of land commonly known as "Follows Camp" located at 23100 and 23400 E. East Fork Road in Azusa ("Property"); and

WHEREAS, the Property currently has two crossing points over the East Fork of the San Gabriel River, a small bridge commonly known as the "Railroad Car Bridge" and an Arizona Crossing. During storm events, the waterway is a dynamic system which moves large quantities of debris which includes large cobbles, sand, and trees within the riverbed limits. Due to storm events that have accumulated debris in the riverbed, the Railroad Car Bridge maintains less than one foot of freeboard on its northern end, and the Arizona Crossing is impassable due to downed trees and debris; and

WHEREAS, given the predicted severity of winter El Niño driven storm events, it has been determined that emergency repair activities are necessary to ensure the structural integrity of the Railroad Car Bridge; the structural integrity of the Arizona Crossing; and the structural integrity of the East Fork Road; and

WHEREAS, the City has adopted the Uniform Public Construction Cost Accounting Act ("Act"), and under the provisions of the Act (California Public Contract Code Section 22035(b)), and Section 3.52.110 of the City's Municipal Code, in the event of an emergency, upon a four-fifths vote by the City Council, the City may procure any necessary equipment, services and supplies for the emergency without engaging in the competitive bidding process; and

WHEREAS, on November 25, 2015, the City Council adopted Resolution 2015-42 for the Follows Camp Facilities Maintenance and Repairs Project, declaring that the public interest and necessity demand the immediate expenditure of public money and completion of certain work without competitive bidding to safeguard life, health, or property, and authorizing the City Manager to execute all necessary contracts and documents with qualified contractors to respond to the emergency conditions; and

WHEREAS, on December 10, 2015, the City Council adopted Resolution 2015-45 for the Follows Camp Facilities Maintenance and Repairs Project, declaring that the Public interest and necessity demand the immediate expenditure of public money and

completion of certain work without competitive bidding to safeguard life, health, or property, and authorizing the City Manager to execute all necessary contracts and documents with qualified contractors to respond to the emergency conditions; and

WHEREAS, on January 14, 2016, the City Council adopted Resolution 2016-03 for the Follows Camp Facilities Maintenance and Repairs Project, declaring that the public interest and necessity demand the immediate expenditure of public money and completion of certain work without competitive bidding to safeguard life, health, or property, and authorizing the City Manager to execute all necessary contracts and documents with qualified contractors to respond to the emergency conditions; and

WHEREAS, on January 28, 2016, the City Council adopted Resolution 2016-08 for the Follows Camp Facilities Maintenance and Repairs Project, declaring that the public interest and necessity demand the immediate expenditure of public money and completion of certain work without competitive bidding to safeguard life, health, or property, and authorizing the City Manager to execute all necessary contracts and documents with qualified contractors to respond to the emergency conditions; and

WHEREAS, on February 11, 2016, the City Council adopted Resolution 2016-12 for the Follows Camp Facilities Maintenance and Repairs Project, declaring that the public interest and necessity demand the immediate expenditure of public money and completion of certain work without competitive bidding to safeguard life, health, or property, and authorizing the City Manager to execute all necessary contracts and documents with qualified contractors to respond to the emergency conditions; and

WHEREAS, on February 23, 2016, the City Council adopted Resolution 2016-14 for the Follows Camp Facilities Maintenance and Repairs Project, declaring that the public interest and necessity demand the immediate expenditure of public money and completion of certain work without competitive bidding to safeguard life, health, or property, and authorizing the City Manager to execute all necessary contracts and documents with qualified contractors to respond to the emergency conditions; and

WHEREAS, on March 10, 2016, the City Council adopted Resolution 2016-15 for the Follows Camp Facilities Maintenance and Repairs Project, declaring that the public interest and necessity demand the immediate expenditure of public money and completion of certain work without competitive bidding to safeguard life, health, or property, and authorizing the City Manager to execute all necessary contracts and documents with qualified contractors to respond to the emergency conditions; and

WHEREAS, on March 24, 2016, the City Council adopted Resolution 2016-19 for the Follows Camp Facilities Maintenance and Repairs Project, declaring that the public interest and necessity demand the immediate expenditure of public money and completion of certain work without competitive bidding to safeguard life, health, or property, and authorizing the City Manager to execute all necessary contracts and documents with qualified contractors to respond to the emergency conditions; and

WHEREAS, the City has applied for, and received, a permit from the U.S. Army Corps of Engineers to perform emergency maintenance and repair activities; and

WHEREAS, pursuant to Section 22050 of the Public Contract Code, upon adoption of an emergency action, the City Council must review the emergency action at every regularly scheduled meeting until the action is terminated, to determine, whether by a four-fifths vote, there is a need for continued action; and

WHEREAS, there is a need for continued emergency action at the Property to ensure the structural integrity of the Railroad Car Bridge; the structural integrity of the Arizona Crossing; and the structural integrity of the East Fork Road.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF INDUSTRY DOES HEREBY RESOLVE, DETERMINE, FIND, AND ORDER AS FOLLOWS:

SECTION 1: The City Council finds that all of the facts set forth in the Recitals are true and correct, and are incorporated herein by reference.

SECTION 2: The City Council hereby finds and determines that due to the prediction of increased winter storm activity as a result of El Niño conditions, continued, immediate attention must be taken to ensure the viability of the river crossings over the East Fork of the San Gabriel River at Follows Camp to ensure access to the area's electrical distribution lines. Moreover, continued, immediate attention must be taken to protect the East Fork Road adjacent to Follows Camp, as it provides a critical link in the area to Camp Williams and National Forest Service properties just east of Follows Camp. The U.S. Army Corps of Engineers also determined that emergency conditions are currently present at the Property and approved the City's request to complete the necessary steps to rectify the emergency situation.

SECTION 3: Based on the foregoing, pursuant to California Public Contract Code Section and 22050 and Section 3.52.110 of the City's Municipal Code, the City Council hereby finds that an emergency situation continues to exist and declares that the public interest and necessity demand the immediate expenditure of public money for such repair work to safeguard life, health, and property without complying with the competitive bidding requirements of the California Public Contract Code. The emergency will not permit a delay resulting from a competitive solicitation for bids, and the action is necessary to respond to the emergency. The City Council hereby continues to waive competitive bidding under Public Contract Code 22050, and Section 3.52.110 of the City's Municipal Code.

SECTION 4: The City Council hereby authorizes the City Manager to execute all necessary contracts and documents with a qualified contractor(s) or vendor(s), for the Follows Camp emergency repair project.

SECTION 5: The City Council shall review the emergency action at every regularly scheduled meeting until the action is terminated, to determine, by a four-fifths vote, that there is a need to continue the action.

SECTION 7: The provisions of this Resolution are severable and if any provision, clause, sentence, word or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, sections, words or parts thereof of the Resolution or their applicability to other persons or circumstances.

SECTION 8: That the City Clerk shall certify to the adoption of this Resolution and that the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Industry at a meeting held on April 14, 2016 by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:

Mark D. Radecki, Mayor

ATTEST:

Cecelia Dunlap, Deputy City Clerk

CITY COUNCIL

ITEM NO. 5.5



MEMORANDUM

TO: The Honorable Mayor Radecki and Members of the City Council
FROM: Paul J. Philips, City Manager *Paul J. Philips*
DATE: April 14, 2016
SUBJECT: Filing Our Most Recent Salary Schedule with the California Public Employees Retirement System

Just recently, March 10, 2016, the City Council took action to adopt Resolution No. CC 2016-18 which outlined our most current salary schedule. Since the adoption of Resolution No. CC 2016-18, the California Public Employees Retirement System (CalPERS) has asked that we adopt a new resolution to further clarify our salary schedule to include the City Council positions. Attached for your approval is Resolution No. CC 2016-21, in compliance with the CalPERS request.

Last fall, the City Council asked that the City Manager also serve as City Clerk. I have added the position of Chief Deputy City Clerk to the salary schedule. The Chief Deputy City Clerk position cannot be filled without prior City Council approval.

I have also added the position of Utility Administrator in anticipation of increased activity and growth within our utility program. This will also not be filled without prior City Council approval.

No other positions or salary ranges have been changed from the March 10, 2016, City Council approval/resolution.

IT IS RECOMMENDED that the City Council adopt Resolution No. CC 2016-21 and direct the City Manager to advise CalPERS accordingly.

RESOLUTION NO. CC 2016-21

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ADOPTING A SALARY RANGE SCHEDULE FOR CITY EMPLOYEES AND OFFICERS, AND REPEALING RESOLUTION NOS. CC 2015-35, CC 2015-36, CC 2015-39, AND CC 2016-18

THE CITY COUNCIL OF THE CITY OF INDUSTRY RESOLVES AS FOLLOWS:

Section 1. Findings. The City Council finds as follows:

- A. The City Council is authorized under Government Code Section 36506 to establish salary ranges for appointed City employees and officers.
- B. The City has followed all legal prerequisites prior to the adoption of this Resolution.

Section 2. Adoption of Salary Schedule. The City Council hereby approves the City of Industry Salary Range Schedule attached as Exhibit A. All prior Salary Range Schedules are superseded by this Resolution.

Section 3. Public Review. The City of Industry Salary Range Schedule will be promptly made available for public review during normal business hours upon request. A copy of the Salary Range Schedule will be retained for at least five years following the effective date of this Resolution.

Section 4. Repeal of Prior Version. The City Council hereby repeals Resolution Nos. CC 2015-35, CC 2015-36, CC 2015-39, and CC 2016-18.

Section 5. Certification. The City Clerk is directed to certify to the passage and adoption of this resolution.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Industry at a regular meeting held on April 14, 2016 by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:

Mark D. Radecki, Mayor

ATTEST:

Cecelia Dunlap, Deputy City Clerk

EXHIBIT A

CITY OF INDUSTRY SALARY RANGE SCHEDULE

[Attached]

(Exhibit "A")

CITY OF INDUSTRY
SALARY RANGE SCHEDULE
(Effective April 14, 2016)

<u>CATEGORY</u>	<u>POSITION</u>	<u>ANNUAL SALARY RANGE</u>
Administrative Services A	Receptionist	\$42,000 - \$62,000
Administrative Services B	Administrative Analyst	\$63,000 - \$88,000
	Human Resources Assistant	\$53,000 - \$78,000
	Planning Assistant	\$53,000 - \$78,000
Administrative Services C	Assistant Human Resources Director	\$73,000 - \$115,000
	Deputy City Clerk	\$73,000 - \$115,000
	Deputy City Treasurer	\$73,000 - \$115,000
	Executive Assistant to the City Manager	\$65,000 - \$115,000
	Field Operations and Asset Superintendent	\$73,000 - \$125,000
	Senior Planner	\$73,000 - \$125,000
Executive Staff	Chief Deputy City Clerk+	\$105,000 - \$115,000
	City Clerk	\$105,000 - \$115,000
	City Controller	\$115,000 - \$225,000
	City Manager *	\$275,000
	City Treasurer	\$115,000 - \$195,000
	Director of Development Services and Administration	\$115,000 - \$195,000
	Director of Business Innovation and Sustainability +	\$105,000 - \$170,000
	Director of Public Works	\$115,000 - \$195,000
	Executive Director of Economic Development +	\$115,000 - \$195,000
	Human Resources Director	\$105,000 - \$170,000
	Planning Director	\$105,000 - \$170,000
	Utility Administrator+	\$115,000 - \$195,000
Planning Commission	Board Member	\$600 - \$700 (Monthly Stipend)
Civic-Recreational-Industrial-Authority	Board Member	\$600 - \$700 (Monthly Stipend)
City Council	All Five Councilmembers	\$2,177.11 (Monthly Stipend)

* Employment contract position

+ Future position, recruitment with City Council authorization

CITY COUNCIL

ITEM NO. 5.6



CITY OF INDUSTRY

P.O. Box 3366 • 15625 E. Stafford St. • City of Industry, CA 91744-0366 • (626) 333-2211 • FAX (626) 961-6795

MEMORANDUM

To: Honorable Mayor and Members of the City Council

From: Paul J. Philips, City Manager *Paul J. Philips*

Staff: Alex Gonzalez, Director of Development Services and Administration *AG*

Date: April 14, 2016

SUBJECT: Consideration of Resolution No. CC 2016-24 – A Resolution of the City Council of the City of Industry, California, Adopting State and Federal Level Criminal Background Checks for New Employees

The California State Controller, Betty T. Yee, conducted a review of the City of Industry Administrative and Internal Accounting Controls from July 1, 2012 through June 30, 2014. As part of the Review Report released January 2016, internal control measures were identified that needed to be addressed by the City in *Appendix – City of Industry Evaluation of Elements on Internal Control*. Under subsection, *A7. Human Resources Policies and Practices* it was noted that the human resources management procedure relating to new hires did not state the requirement of conducting background checks for new employees.

Staff reviewed and determined that Penal Code Section 11105(b)(11) and 13300(b)(11) authorizes cities to access state, local and federal summary history information for employment, licensing or certification purposes through the Department of Justice (DOJ).

The DOJ offers Live Scan services, which is a system for the electronic submission of applicant fingerprints and the subsequent automated background check and response. Live Scan technology replaces the process of recording an individual's fingerprint patterns manually through a rolling process using ink and a standard 8" x 8" fingerprint card. Fingerprints are digitalized through the Live Scan electronic process, enabling the electronic transfer of the fingerprint image data to central computers at the State of California, DOJ, Bureau of Identification.

DOJ analyzes the information received and gathers any criminal data. Following the analysis, the DOJ will forward a criminal report to the City's Human Resources Department for review and, if required, appropriate action. The report is normally received by requesting agencies within two weeks. There is a \$49 processing fee for each Live Scan submission.

In following the audit recommendations, staff recommends adopting a resolution that will allow for Live Scan background checks for City employees, contractor employees and volunteers as defined in policy or when required by statute. If approved, the Human Resources Department will proceed to contract with the Department of Justice to start running Live Scan background checks for City employment. City employees hired after June 2015, including the City Manager, have consented to background checks.

PJP/AG:kw

RESOLUTION NO. CC 2016-24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, ADOPTING STATE AND FEDERAL LEVEL CRIMINAL BACKGROUND CHECKS FOR NEW EMPLOYEES

RECITALS

WHEREAS, the City Council reviewed and carefully considered The City of Industry Administrative and Internal Accounting Controls from July 1, 2012 through June 30, 2014 Review Report released by the California State Controller on January 2016 recommending background checks for new employees; and

WHEREAS, Penal Code Sections 11105(b)(11) and 13300(b)(11) authorize cities, counties, districts and joint powers authorities to access state and local summary criminal history information for employment, licensing or certification purposes; and

WHEREAS, Penal Code Section 11105(b)(11) authorizes cities, counties, districts and joint powers authorities to access federal level criminal history information by transmitting fingerprint images and related information to the Department of Justice to be transmitted to the Federal Bureau of Investigation; and

WHEREAS, Penal Code Sections 11105(b)(11) and 13300(b)(11) require that there be a requirement or exclusion from employment, licensing, or certification based on specific criminal conduct on the part of the subject of the record; and

WHEREAS, Penal Code Sections 11105(b)(11) and 13300(b)(11) require the city council, board of supervisors, governing body of a city, county or district or joint powers authority to specifically authorize access to summary criminal history information for employment, licensing, or certification purposes; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Industry are hereby authorized to access state and federal level summary criminal history information for employment (including volunteers and contract employees) purposes and may not disseminate the information to a private group or entity.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF INDUSTRY DOES HEREBY FURTHER RESOLVE, DETERMINE, FIND, AND ORDER AS FOLLOWS:

SECTION 1: The City Council finds that all of the facts set forth in the Recitals are true and correct, and are incorporated herein by reference.

SECTION 2: The City of Industry is hereby authorized to access state and federal level summary criminal history information for employment and may not disseminate the information to a private entity.

SECTION 3: The City of Industry shall not consider a person who has been convicted of a violent or serious felony or misdemeanor eligible for employment, licensing or certification; expect that such conviction may be disregarded if it is determined that mitigating circumstances exist, or that the conviction is not related to the employment, volunteer or license in question.

SECTION 4: The provisions of this Resolution are severable and if any provision, clause, sentence, word or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, sections, words or parts thereof of the Resolution or their applicability to other persons or circumstances.

SECTION 5: That the City Clerk shall certify to the adoption of this Resolution and that the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Industry at a regular meeting held on April 14, 2016 by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:

Mark D. Radecki, Mayor

ATTEST:

Cecelia Dunlap, Deputy City Clerk

CITY COUNCIL

ITEM NO. 5.7



MEMORANDUM

To: Honorable Mayor Radecki and Members of the City Council

From: Paul J. Philips, City Manager *Paul J. Philips*

Staff: Clement N. Calvillo, City Engineer, CNC Engineering *ac*
Eduardo Pereira, Director of Engineering, CNC Engineering *EP*

Date: April 14, 2016

SUBJECT: Approve Professional Services Agreement with Kimley-Horn and Associates, Inc., for On-Call Traffic Engineering Services in an amount not to exceed \$250,000 (2015-1002/MP 99-37 #6)

A Request for Qualifications (RFQ) for On-Call Traffic Engineering Services was prepared to invite consultants to submit Statement of Qualifications to the City of Industry ("City"). The RFQ was advertised on December 21, 2015 and December 28, 2015 in the San Gabriel Valley Tribune. It was also posted on BidAmerica, Southern California Builders Association, Dodge Data & Analytics and Construction BidBoard, Inc on January 16, 2015.

Qualifications were received up until January 21, 2016 at 5:00 pm. The City received fourteen (14) proposals from Albert Grover & Associates, Fountain Head, Hartzog & Crabill, Inc., Infrastructure Engineers, Interwest Consulting Group, Iteris, JMD, Kimley-Horn and Associates, Inc., KOA Corporation Planning & Engineering, LIN Consulting, Inc., MARRS, Michael Baker International, Rick Engineering Company and Transportation & Energy Solutions, Inc.

The selection panel evaluated the qualifications received by each consultant based on the following criteria, as outlined in the RFQ:

- A. Understanding of the project implementation, needs, and issues; and approach to managing projects (15 points).
- B. Proven experience, including experience with management of subsequent engineering trades (20 points).
- C. Qualifications/experience of key personnel, and availability (20 points).
- D. References & record of previous budget/schedule project performance (35 points).
- E. Project management experience in Quality Assurance and Quality Control measures and schedule controls (10 points).

The review committee rated the qualifications based on the above criteria. The following table summarizes the rankings of the statement of qualifications.

Table 1 – Summary of Written Evaluation Ratings

Firm	Rank
Albert Grover & Associates	2
Fountain Head	13
Hartzog & Crabill, Inc.	11
Infrastructure Engineers	9
Interwest Consulting Group	10
Iteris	5
JMD	8
Kimley-Horn and Associates, Inc.	1
KOA Corporation	3
LIN Consulting, Inc.	4
MARRS	14
Michael Baker International	7
Rick Engineering Company	12
Transportation & Energy Solutions, Inc.	6

Following the written evaluation, the top six (6) ranked firms were invited for an oral interview. The selection panel evaluated the oral interviews of each firm based on the following criteria, as outlined in the RFQ:

- A. Clear understanding of the project, needs, and potential issues; and approach to managing the construction project (20 points).
- B. Innovative approaches and solutions to potential project issues (15 points).
- C. Project Manager's prior experience with similar projects; project cost and schedule control (30 points).
- D. Depth and availability of required resources (20 points).
- E. Oral communication/interpersonal skills including responses to questions (15 points).

The review committee rated the oral interviews based on the above criteria. The following table summarizes the rankings of the oral interviews.

Table 2 – Summary of Oral Presentation Ratings

Firm	Rank
Albert Grover & Associates	4
Iteris	6
Kimley-Horn and Associates, Inc.	1
KOA Corporation	3
LIN Consulting, Inc.	5
Transportation & Energy Solutions, Inc.	2

Based on the oral interview rankings, staff recommends that Kimley-Horn and Associates, Inc., be awarded a Professional Services Agreement in an amount not to exceed \$250,000.00 for three (3) years. The annual cost shall not exceed the approved budget

without Council authorization. Upon your approval and execution of the attached PSA, Kimley-Horn and Associates, Inc., is prepared to begin providing services to the City.

Exhibits

- A. Professional Services Agreement with Kimley-Horn and Associates, Inc. in an amount not to exceed \$250,000 for three (3) years
 - B. Statement of Qualifications Received from Firms in Response to Request for Qualifications (RFQ) for On-Call Traffic Engineering Services for the City of Industry (on file in City of Industry City Clerk's Office)
-

PJP/CC/EP:kw

EXHIBIT A

Professional Services Agreement with Kimley-Horn and Associates, Inc. in an amount not to exceed \$250,000 for three (3) years

[Attached]

CITY OF INDUSTRY

PROFESSIONAL SERVICES AGREEMENT

This PROFESSIONAL SERVICES AGREEMENT ("Agreement"), is made and effective as of April 14, 2016 ("Effective Date"), between the City of Industry, a municipal corporation ("City") and Kimley-Horn and Associates, Inc., a North Carolina corporation ("Consultant"). The City and Consultant are hereinafter collectively referred to as the "Parties".

RECITALS

WHEREAS, City desires to engage Consultant to perform the services described herein, and Consultant desires to perform such services in accordance with the terms and conditions set forth herein.

NOW, THEREFORE, for and in consideration of the mutual covenants and conditions herein contained, City and Consultant agree as follows:

1. TERM

This Agreement shall commence on the Effective Date, and shall remain and continue in effect until tasks described herein are completed, but in no event later than April 14, 2019, unless sooner terminated pursuant to the provisions of this Agreement.

2. SERVICES

(a) Consultant shall perform the tasks ("Services") described and set forth in Exhibit A, attached hereto and incorporated herein as though set forth in full. ("Scope of Services"). Tasks other than those specifically described in the Scope of Services shall not be performed without prior written approval of the City. The Services shall be performed by Consultant, unless prior written approval is first obtained from the City. In the event of conflict or inconsistency between the terms of this Agreement and Exhibit A, the terms of this Agreement shall prevail.

(b) City shall have the right to request, in writing, changes to the Services. Any such changes mutually agreed upon by the Parties, and any corresponding increase or decrease in compensation, shall be incorporated by written amendment to this Agreement.

(c) Consultant shall perform all Services in a manner reasonably satisfactory to the City and in a first-class manner in conformance with the standards of quality normally observed by an entity providing on-call traffic engineering consulting services, serving a municipal agency.

(d) Consultant shall comply with all applicable federal, state, and local laws, regulations and ordinances in the performance of this Agreement, including but not limited to, the conflict of interest provisions of Government Code Section 1090 and the

Political Reform Act (Government Code Section 81000 *et seq.*)). During the term of this Agreement, Consultant shall not perform any work for another person or entity for whom Consultant was not working on the Effective Date if both (i) such work would require Consultant to abstain from a decision under this Agreement pursuant to a conflict of interest statute or law; and (ii) City has not consented in writing to Consultant's performance of such work. No officer or employee of City shall have any financial interest in this Agreement that would violate California Government Code Sections 1090 *et seq.* Consultant hereby warrants that it is not now, nor has it been in the previous twelve (12) months, an employee, agent, appointee, or official of the City. If Consultant was an employee, agent, appointee, or official of the City in the previous twelve (12) months, Consultant warrants that it did not participate in any manner in the forming of this Agreement. Consultant understands that, if this Agreement is made in violation of Government Code §1090 *et. seq.*, the entire Agreement is void and Consultant will not be entitled to any compensation for Services performed pursuant to this Agreement, and Consultant will be required to reimburse the City for any sums paid to the Consultant. Consultant understands that, in addition to the foregoing, it may be subject to criminal prosecution for a violation of Government Code § 1090 and, if applicable, will be disqualified from holding public office in the State of California.

(e) Consultant represents that it has, or will secure at its own expense, all licensed personnel required to perform the Services. All Services shall be performed by Consultant or under its supervision, and all personnel engaged in the Services shall be qualified and licensed to perform such services.

3. MANAGEMENT

(a) City's City Manager or his designee shall represent the City in all matters pertaining to the administration of this Agreement, review and approval of all products submitted by Consultant, but shall have no authority to modify the Services or the compensation due to Consultant.

(b) Prior to beginning work under the "on-call" agreement, the consultant shall submit a detailed scope of work and budget for each assigned task for accounting purposes. Approval of each assigned task shall be granted by the City prior to proceeding with specific work task.

4. PAYMENT

(a) The City agrees to pay Consultant monthly, in accordance with the payment rates and terms and the schedule of payment as set forth in Exhibit B ("Rate Schedule"), attached hereto and incorporated herein by this reference as though set forth in full, based upon actual time spent on the above tasks. This amount shall not exceed Two Hundred and Fifty Thousand Dollars (\$250,000.00) for the total Term of the Agreement unless additional payment is approved as provided in this Agreement.

(b) Consultant shall not be compensated for any services rendered in connection with its performance of this Agreement which are in addition to those set forth herein, unless

such additional services are authorized in advance and in writing by the City. Consultant shall be compensated for any additional services in the amounts and in the manner as agreed to by City and Consultant at the time City's written authorization is given to Consultant for the performance of said services.

(c) Consultant shall submit invoices monthly for actual services performed. Invoices shall be submitted on or about the first business day of each month, or as soon thereafter as practical, for services provided in the previous month. Payment shall be made within thirty (30) days of receipt of each invoice as to all non-disputed fees. If the City disputes any of Consultant's fees it shall give written notice to Consultant within thirty (30) days of receipt of an invoice of any disputed fees set forth on the invoice. Any final payment under this Agreement shall be made within 45 days of receipt of an invoice therefore.

5. SUSPENSION OR TERMINATION OF AGREEMENT

(a) The City may at any time, for any reason, with or without cause, suspend or terminate this Agreement, or any portion hereof, by serving upon the Consultant at least ten (10) days prior written notice. Upon receipt of said notice, the Consultant shall immediately cease all work under this Agreement, unless the notice provides otherwise. If the City suspends or terminates a portion of this Agreement such suspension or termination shall not make void or invalidate the remainder of this Agreement.

(b) In the event this Agreement is terminated pursuant to this Section, the City shall pay to Consultant the actual value of the work performed up to the time of termination, provided that the work performed is of value to the City. Upon termination of the Agreement pursuant to this Section, the Consultant shall submit an invoice to the City pursuant to Section 5 of this Agreement.

6. OWNERSHIP OF DOCUMENTS

(a) Consultant shall maintain complete and accurate records with respect to sales, costs, expenses, receipts, and other such information required by City that relate to the performance of services under this Agreement. Consultant shall maintain adequate records of services provided in sufficient detail to permit an evaluation of services. All such records shall be maintained in accordance with generally accepted accounting principles and shall be clearly identified and readily accessible. Consultant shall provide free access to the representatives of City or its designees at reasonable times to review such books and records; shall give City the right to examine and audit said books and records; shall permit City to make transcripts or copies therefrom as necessary; and shall allow inspection of all work, data, documents, proceedings, and activities related to this Agreement. Such records, together with supporting documents, shall be maintained for a period of three (3) years after receipt of final payment.

(b) Upon completion of, or in the event of termination or suspension of this Agreement, all original documents, designs, drawings, maps, models, computer files, surveys, notes, and other documents prepared in the course of providing the services to be performed pursuant to this Agreement shall become the sole property of the City and may

be used, reused, or otherwise disposed of by the City without the permission of the Consultant. With respect to computer files, Consultant shall make available to the City, at the Consultant's office, and upon reasonable written request by the City, the necessary computer software and hardware for purposes of accessing, compiling, transferring, copying and/or printing computer files. Consultant hereby grants to City all right, title, and interest, including any copyright, in and to the documents, designs, drawings, maps, models, computer files, surveys, notes, and other documents prepared by Consultant in the course of providing the services under this Agreement. All reports, documents, or other written material developed by Consultant in the performance of the Services pursuant to this Agreement, shall be and remain the property of the City.

7. INDEMNIFICATION

(a) Indemnity for professional liability

When the law establishes a professional standard of care for Consultant's Services, to the fullest extent permitted by law, Consultant shall indemnify, protect, defend and hold harmless the City and any and all of its officials, employees and agents ("Indemnified Parties") from and against any and all losses, liabilities, damages, costs and expenses, including legal counsel's fees and costs that arise out of, pertain to, or relate to any negligent or wrongful act, error or omission of Consultant, its officers, agents, employees or Subconsultants (or any agency or individual that Consultant shall bear the legal liability thereof) in the performance of professional services under this Agreement.

(b) Indemnity for other than professional liability

Other than in the performance of professional services and to the full extent permitted by law, Consultant shall indemnify, defend and hold harmless City, and any and all of its employees, officials and agents from and against any liability (including liability for claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses or costs of any kind, whether actual, alleged or threatened, including legal counsel fees and costs, court costs, interest, defense costs, and expert witness fees), where the same arise out of, are a consequence of, or are in any way attributable to, in whole or in part, the performance of this Agreement by Consultant or by any individual or agency for which Consultant is legally liable, including but not limited to officers, agents, employees or subcontractors of Consultant.

(c) **DUTY TO DEFEND**. In the event the City, its officers, employees, agents and/or volunteers are made a party to any action, claim, lawsuit, or other adversarial proceeding arising from the performance of the services encompassed by this Agreement, and upon demand by City, Consultant shall have an immediate duty to defend the City at Consultant's cost or at City's option, to reimburse the City for its costs of defense, including reasonable attorney's fees and costs incurred in the defense of such matters.

Payment by City is not a condition precedent to enforcement of this indemnity. In the event of any dispute between Consultant and City, as to whether liability arises from the sole negligence of the City or its officers, employees, or agents, Consultant will be obligated to

pay for City's defense until such time as a final judgment has been entered. If it is finally adjudicated that liability was caused by the comparative active negligence or willful misconduct of an indemnified party, Consultant may submit a claim to the City for reimbursement of reasonable attorneys' fees and defense costs in proportion to the established comparative liability of the indemnified party.

8. INSURANCE

Consultant shall maintain prior to the beginning of and for the duration of this Agreement insurance coverage as specified in Exhibit C attached hereto and incorporated herein by reference.

9. INDEPENDENT CONSULTANT

(a) Consultant is and shall at all times remain as to the City a wholly independent consultant and/or independent contractor. The personnel performing the services under this Agreement on behalf of Consultant shall at all times be under Consultants exclusive direction and control. Neither City nor any of its officers, employees, or agents shall have control over the conduct of Consultant or any of Consultant's officers, employees, or agents, except as set forth in this Agreement. Consultant shall not at any time or in any manner represent that it or any of its officers, employees, or agents are in any manner officers, employees, or agents of the City. Consultant shall not incur or have the power to incur any debt, obligation, or liability whatever against the City, or bind the City in any manner.

(b) No employee benefits shall be available to Consultant in connection with the performance of this Agreement. Except for the fees paid to Consultant as provided in the Agreement, City shall not pay salaries, wages, or other compensation to Consultant for performing services hereunder for City. City shall not be liable for compensation or indemnification to Consultant for injury or sickness arising out of performing services hereunder.

10. LEGAL RESPONSIBILITIES

The Consultant shall keep itself informed of State and Federal laws and regulations which in any manner affect those employed by it or in any way affect the performance of its service pursuant to this Agreement. The Consultant shall at all times observe and comply with all such laws and regulations. The City, and its officers and employees, shall not be liable at law or in equity occasioned by failure of the Consultant to comply with this Section.

11. UNDUE INFLUENCE

Consultant declares and warrants that no undue influence or pressure was used against or in concert with any officer or employee of the City in connection with the award, terms or implementation of this Agreement, including any method of coercion, confidential financial arrangement, or financial inducement. No officer or employee of the City has or will receive compensation, directly or indirectly, from Consultant, or from any officer, employee or agent of Consultant, in connection with the award of this Agreement or any work to be

conducted as a result of this Agreement. Violation of this Section shall be a material breach of this Agreement entitling the City to any and all remedies at law or in equity.

12. NO BENEFIT TO ARISE TO LOCAL OFFICERS AND EMPLOYEES

No member, officer, or employee of City, or their designees or agents, and no public official who exercises authority over or responsibilities with respect to the Project during his/her tenure or for one year thereafter, shall have any interest, direct or indirect, in any agreement or sub-agreement, or the proceeds thereof, for work to be performed in connection with the Project performed under this Agreement.

13. RELEASE OF INFORMATION/CONFLICTS OF INTEREST

(a) All information gained by Consultant in performance of this Agreement shall be considered confidential and shall not be released by Consultant without City's prior written authorization. Consultant, its officers, employees, agents, or subconsultants, shall not without written authorization from the City, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories, or other information concerning the work performed under this Agreement or relating to any project or property located within the City, unless otherwise required by law or court order. (b) Consultant shall promptly notify City should Consultant, its officers, employees, agents, or subconsultants be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions, or other discovery request ("Discovery"), court order, or subpoena from any person or party regarding this Agreement and the work performed there under or with respect to any project or property located within the City, unless Consultant is prohibited by law from informing the City of such Discovery, court order or subpoena. City retains the right, but has no obligation, to represent Consultant and/or be present at any deposition, hearing, or similar proceeding as allowed by law. Unless City is a party to the lawsuit, arbitration, or administrative proceeding and is adverse to Consultant in such proceeding, Consultant agrees to cooperate fully with the City and to provide the opportunity to review any response to discovery requests provided by Consultant. However, City's right to review any such response does not imply or mean the right by City to control, direct, or rewrite said response.

14. NOTICES

Any notices which either party may desire to give to the other party under this Agreement must be in writing and may be given either by (i) personal service, (ii) delivery by a reputable document delivery service, such as but not limited to, Federal Express, which provides a receipt showing date and time of delivery, or (iii) mailing in the United States Mail, certified mail, postage prepaid, return receipt requested, addressed to the address of the party as set forth below or at any other address as that party may later designate by notice:

To City:

City of Industry
15625 E. Stafford, Suite 100
City of Industry, CA 91744
Attention: City Manager

With a Copy To: James M. Casso, City Attorney
P.O. Box 4131
West Covina, CA 91791

To Consultant: Kimley-Horn and Associates, Inc.
765 The City Drive, Suite 200
Orange, CA 92868
Attn: Serine Ciandella, Senior Vice President

15. ASSIGNMENT

The Consultant shall not assign the performance of this Agreement, nor any part thereof, nor any monies due hereunder, without prior written consent of the City.

Before retaining or contracting with any subconsultant for any services under this Agreement, Consultant shall provide City with the identity of the proposed subconsultant, a copy of the proposed written contract between Consultant and such subconsultant which shall include and indemnity provision similar to the one provided herein and identifying City as an indemnified party, or an incorporation of the indemnity provision provided herein, and proof that such proposed subconsultant carries insurance at least equal to that required by this Agreement or obtain a written waiver from the City for such insurance.

Notwithstanding Consultant's use of any subconsultant, Consultant shall be responsible to the City for the performance of its subconsultant as it would be if Consultant had performed the Services itself. Nothing in this Agreement shall be deemed or construed to create a contractual relationship between the City and any subconsultant employed by Consultant. Consultant shall be solely responsible for payments to any subconsultants. Consultant shall indemnify, defend and hold harmless the Indemnified Parties for any claims arising from, or related to, the services performed by a subconsultant under this Agreement.

16. GOVERNING LAW/ATTORNEYS' FEES

The City and Consultant understand and agree that the laws of the State of California shall govern the rights, obligations, duties, and liabilities of the parties to this Agreement and also govern the interpretation of this Agreement. Any litigation concerning this Agreement shall take place in the municipal, superior, or federal district court in Los Angeles County, California. If any action at law or suit in equity is brought to enforce or interpret the provisions of this Agreement, or arising out of or relating to the Services provided by Consultant under this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees and all related costs, including costs of expert witnesses and consultants, as well as costs on appeal, in addition to any other relief to which it may be entitled.

17. ENTIRE AGREEMENT

This Agreement contains the entire understanding between the Parties relating to the obligations of the Parties described in this Agreement. All prior or contemporaneous

agreements, understandings, representations, and statements, oral or written and pertaining to the subject of this Agreement or with respect to the terms and conditions of this Agreement, are merged into this Agreement and shall be of no further force or effect. Each party is entering into this Agreement based solely upon the representations set forth herein and upon each party's own independent investigation of any and all facts such party deems material.

18. SEVERABILITY

If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, then such term or provision shall be amended to, and solely to, the extent necessary to cure such invalidity or unenforceability, and in its amended form shall be enforceable. In such event, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term and provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law.

19. COUNTERPARTS

This Agreement may be executed in multiple counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one and the same instrument.

20. CAPTIONS

The captions appearing at the commencement of the sections hereof, and in any paragraph thereof, are descriptive only and shall have no significance in the interpretation of this Agreement.

21. WAIVER

The waiver by City or Consultant of any breach of any term, covenant or condition herein contained shall not be deemed to be a waiver of such term, covenant or condition or of any subsequent breach of the same or any other term, covenant or condition herein contained. No term, covenant or condition of this Agreement shall be deemed to have been waived by City or Consultant unless in writing.

22. REMEDIES

Each right, power and remedy provided for herein or now or hereafter existing at law, in equity, by statute, or otherwise shall be cumulative and shall be in addition to every other right, power, or remedy provided for herein or now or hereafter existing at law, in equity, by statute, or otherwise. The exercise, the commencement of the exercise, or the forbearance of the exercise by any party of any one or more of such rights, powers or remedies shall not preclude the simultaneous or later exercise by such party of any of all of such other rights, powers or remedies.

23. AUTHORITY TO EXECUTE THIS AGREEMENT

The person or persons executing this Agreement on behalf of Consultant represents and warrants that he/she has the authority to execute this Agreement on behalf of the Consultant and has the authority to bind Consultant to the performance of its obligations hereunder.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed as of the Effective Date.

"CITY"
City of Industry

By: _____
Paul Philips, City Manager

"CONSULTANT"
Kimley-Horn and Associates, Inc.

By: Serine Ciandella
Serine Ciandella,
Senior Vice President

By: Jason Melchor
Jason Melchor, Associate

Attest:

By: _____
Cecelia Dunlap, Deputy City Clerk

Approved as to form:

By: _____
James M. Casso, City Attorney

Attachments:	Exhibit A	Scope of Services
	Exhibit B	Rate Schedule
	Exhibit C	Insurance Requirements

EXHIBIT A

SCOPE OF SERVICES

The Consultant shall provide all aspects of design services, including developing and completing plans, specifications, estimates and reports, for traffic engineering services for the construction of various improvements, which include, but is not limited to:

- Signal Timing
- Warrant Investigations for signals and turn lanes
- Safety Studies
- Traffic Data Collection
- Traffic studies
- Traffic Signal improvements
- Signing and Striping
- Street lighting

Services to be provided include:

- Preparation of Plans, Specifications, and Engineer's Estimates, in accordance with the City's policies and the Standard Specifications for Public Works Construction, as amended by the "Gray book" (Additions and amendments to the Standard Specifications for Public Works Construction) and all other applicable governing agencies for each specific project
- Third party review of plans, specifications and cost estimates
- Review of traffic engineering related submittals during construction
- Review of temporary traffic control plans
- Traffic counts and traffic demand analysis
- Accident analysis
- Speed survey analysis

Other Related Engineering Services:

- Develop plans and specifications necessary for the orderly implementation and construction of multiple phases of construction work
 - Minimize construction claims prevention as part of design
 - Implement and execute an extensive Quality Assurance/Quality Control program and correct overlooked material
 - Assist the City in developing bid and contract documents, for public works bidding
 - Attend meetings with the design team, as needed
 - Attend pre-bid conference
-
- Attend pre-construction conference

- Participate in team building sessions with the City, contractor, and other consultants
- Utilize electronic information control system for use by the design consultant, City staff, and stakeholders
- Coordinate and assist the City in obtaining pertinent permits
- Develop construction schedules
- Coordinate or attend meetings with other City Departments or outside agencies, as deemed necessary
- Assist the City in responding to City Council and public inquires or concerns regarding the design
- Prepare quantity calculations
- Assist the City with interpreting contract documents and assist the City in resolving disputes or uncertainties
- Prepare quantity calculations
- Review, track, process shop drawings, submittals, RFIs, RFCs, RFQs, etc. as needed by the City
- Recommend final approvals to the City
- Prepare all documentation for storage
- Scan, digitize, and organize all digital media related documents as deemed by the Engineer
- All developed material shall be the property of the City including electronic data compiled

EXHIBIT B
RATE SCHEDULE

KIMLEY-HORN AND ASSOCIATES, INC.

HOURLY RATE SCHEDULE

OFFICE

SUPPORT STAFF	\$ 65.00 - \$ 115.00
DESIGNER/TECHNICIAN/CADD OPERATOR	\$ 85.00 - \$140.00
ANALYST	\$ 95.00 - \$135.00
PROFESSIONAL	\$135.00 - \$190.00
SENIOR PROFESSIONAL.....	\$190.00 - \$280.00
PRINCIPAL	\$235.00 - \$280.00

City shall reimburse Consultant its actual costs for all photocopying and postage, upon submittal of evidence of said costs along with the monthly invoice, as set forth in the agreement.

EXHIBIT C

INSURANCE REQUIREMENTS

Without limiting Consultant's indemnification of City, and prior to commencement of the Services, Consultant shall obtain, provide and maintain at its own expense during the term of this Agreement, policies of insurance of the type and amounts described below and in a form satisfactory to Agency.

General liability insurance. Consultant shall maintain commercial general liability insurance with coverage at least as broad as Insurance Services Office form CG 00 01, in an amount not less than \$1,000,000.00 per occurrence, \$2,000,000.00 general aggregate, for bodily injury, personal injury, and property damage. The policy must include contractual liability that has not been amended. Any endorsement restricting standard ISO "insured contract" language will not be accepted.

Automobile liability insurance. Consultant shall maintain automobile insurance at least as broad as Insurance Services Office form CA 00 01 covering bodily injury and property damage for all activities of the Consultant arising out of or in connection with Work to be performed under this Agreement, including coverage for any owned, hired, non-owned or rented vehicles, in an amount not less than \$1,000,000.00 combined single limit for each accident.

Professional liability (errors & omissions) insurance. Consultant shall maintain professional liability insurance that covers the Services to be performed in connection with this Agreement, in the minimum amount of \$1,000,000 per claim and in the aggregate. Any policy inception date, continuity date, or retroactive date must be before the effective date of this agreement and Consultant agrees to maintain continuous coverage through a period no less than three years after completion of the services required by this agreement.

Workers' compensation insurance. Consultant shall maintain Workers' Compensation Insurance (Statutory Limits) and Employer's Liability Insurance (with limits of at least \$1,000,000.00).

Consultant shall submit to City, along with the certificate of insurance, a Waiver of Subrogation endorsement in favor of Agency, its officers, agents, employees and volunteers.

Proof of insurance. Consultant shall provide certificates of insurance to City as evidence of the insurance coverage required herein, along with a waiver of subrogation endorsement for workers' compensation. Insurance certificates and endorsement must be approved by City's Risk Manager prior to commencement of performance. Current certification of insurance shall be kept on file with City at all times during the term of this contract. City reserves the right to require complete, certified copies of all required insurance policies, at any time.

Duration of coverage. Consultant shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property, which may

arise from or in connection with the performance of the Services hereunder by Consultant, his agents, representatives, employees or subconsultants.

Primary/noncontributing. Coverage provided by Consultant shall be primary and any insurance or self-insurance procured or maintained by City shall not be required to contribute with it. The limits of insurance required herein may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of City before the City's own insurance or self-insurance shall be called upon to protect it as a named insured.

City's rights of enforcement. In the event any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced, City has the right but not the duty to obtain the insurance it deems necessary and any premium paid by City will be promptly reimbursed by Consultant, or City will withhold amounts sufficient to pay premium from Consultant payments. In the alternative, City may cancel this Agreement.

Acceptable insurers. All insurance policies shall be issued by an insurance company currently authorized by the Insurance Commissioner to transact business of insurance in the State of California, with an assigned policyholders' Rating of A- (or higher) and Financial Size Category Class VI (or larger) in accordance with the latest edition of Best's Key Rating Guide, unless otherwise approved by the City's Risk Manager.

Waiver of subrogation. All insurance coverage maintained or procured pursuant to this agreement shall be endorsed to waive subrogation against City, its elected or appointed officers, agents, officials, employees and volunteers or shall specifically allow Consultant or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Consultant hereby waives its own right of recovery against City, and shall require similar written express waivers and insurance clauses from each of its subconsultants.

Enforcement of contract provisions (non estoppel). Consultant acknowledges and agrees that any actual or alleged failure on the part of the City to inform Consultant of non-compliance with any requirement imposes no additional obligations on the Agency nor does it waive any rights hereunder.

Requirements not limiting. Requirements of specific coverage features or limits contained in this Section are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only as it pertains to a given issue and is not intended by any party or insured to be all inclusive, or to the exclusion of other coverage, or a waiver of any type. If the Consultant maintains higher limits than the minimums shown above, the City requires and shall be entitled to coverage for the higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

Notice of cancellation. Consultant agrees to oblige its insurance agent or broker and insurers to provide to City with a thirty (30) day notice of cancellation (except for nonpayment for which a ten (10) day notice is required) or nonrenewal of coverage for each required coverage.

Additional insured status. General liability policies shall provide or be endorsed to provide that City and its officers, officials, employees, and agents, and volunteers shall be additional insureds under such policies. This provision shall also apply to any excess liability policies.

Prohibition of undisclosed coverage limitations. None of the coverages required herein will be in compliance with these requirements if they include any limiting endorsement of any kind that has not been first submitted to City and approved of in writing.

Separation of Insureds. A severability of interests provision must apply for all additional insureds ensuring that Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the insurer's limits of liability. The policy(ies) shall not contain any cross-liability exclusions.

Pass Through Clause. Consultant agrees to ensure that its subconsultants, subcontractors, and any other party involved with the project who is brought onto or involved in the project by Consultant, provide the same minimum insurance coverage and endorsements required of Consultant. Consultant agrees to monitor and review all such coverage and assumes all responsibility for ensuring that such coverage is provided in conformity with the requirements of this section. Consultant agrees that upon request, all agreements with consultants, subcontractors, and others engaged in the project will be submitted to City for review.

City's right to revise specifications. The City reserves the right at any time during the term of the contract to change the amounts and types of insurance required by giving the Consultant ninety (90) days advance written notice of such change. If such change results in substantial additional cost to the Consultant, the City and Consultant may renegotiate Consultant's compensation.

Self-insured retentions. Any self-insured retentions must be declared to and approved by the City. The City reserves the right to require that self-insured retentions be eliminated, lowered, or replaced by a deductible. Self-insurance will not be considered to comply with these specifications unless approved by the City.

Timely notice of claims. Consultant shall give the City prompt and timely notice of claims made or suits instituted that arise out of or result from Consultant's performance under this Agreement, and that involve or may involve coverage under any of the required liability policies.

Additional insurance. Consultant shall also procure and maintain, at its own cost and expense, any additional kinds of insurance, which in its own judgment may be necessary for its proper protection and prosecution of the work.

EXHIBIT B

**Statement of Qualifications Received from Firms in Response to Request for
Qualifications ("RFQ") for On-Call Traffic Engineering Services for the City of
Industry**

[On File in City of Industry City Clerk's Office]

CITY COUNCIL

ITEM NO. 5.8



MEMORANDUM

To: Honorable Mayor Radecki and Members of the City Council

From: Paul J. Philips, City Manager *Paul J. Philips*

Staff: Clement N. Calvillo, City Engineer, CNC Engineering *CNC*
Eduardo Pereira, Director of Engineering, CNC Engineering *EP*

Date: April 14, 2016

SUBJECT: Approve Professional Service Agreement with Transportation & Energy Solutions, Inc. for On-Call Traffic Engineering Services in an amount not to exceed \$250,000 (2015-1002/MP 99-37 #6)

A Request for Qualifications (RFQ) for On-Call Traffic Engineering Services was prepared to invite consultants to submit Statement of Qualifications to the City of Industry ("City"). The RFQ was advertised on December 21, 2015 and December 28, 2015 in the San Gabriel Valley Tribune. It was also posted on BidAmerica, Southern California Builders Association, Dodge Data & Analytics and Construction BidBoard, Inc on January 16, 2015.

Qualifications were received up until January 21, 2016 at 5:00 pm. The City received fourteen (14) proposals from Albert Grover & Associates, Fountain Head, Hartzog & Crabill, Inc., Infrastructure Engineers, Interwest Consulting Group, Iteris, JMD, Kimley-Horn and Associates, Inc., KOA Corporation Planning & Engineering, LIN Consulting, Inc., MARRS, Michael Baker International, Rick Engineering Company and Transportation & Energy Solutions, Inc.

The selection panel evaluated the qualifications received by each consultant based on the following criteria, as outlined in the RFQ:

- A. Understanding of the project implementation, needs, and issues; and approach to managing projects (15 points).
- B. Proven experience, including experience with management of subsequent engineering trades (20 points).
- C. Qualifications/experience of key personnel, and availability (20 points).
- D. References & record of previous budget/schedule project performance (35 points).
- E. Project management experience in Quality Assurance and Quality Control measures and schedule controls (10 points).

The review committee rated the qualifications based on the above criteria. The following table summarizes the rankings of the statement of qualifications.

Table 1 – Summary of Written Evaluation Ratings

Firm	Rank
Albert Grover & Associates	2
Fountain Head	13
Hartzog & Crabill, Inc.	11
Infrastructure Engineers	9
Interwest Consulting Group	10
Iteris	5
JMD	8
Kimley-Horn and Associates, Inc.	1
KOA Corporation	3
LIN Consulting, Inc.	4
MARRS	14
Michael Baker International	7
Rick Engineering Company	12
Transportation & Energy Solutions, Inc.	6

Following the written evaluation, the top six (6) ranked firms were invited for an oral interview. The selection panel evaluated the oral interviews of each firm based on the following criteria, as outlined in the RFQ:

- A. Clear understanding of the project, needs, and potential issues; and approach to managing the construction project (20 points).
- B. Innovative approaches and solutions to potential project issues (15 points).
- C. Project Manager's prior experience with similar projects; project cost and schedule control (30 points).
- D. Depth and availability of required resources (20 points).
- E. Oral communication/interpersonal skills including responses to questions (15 points).

The review committee rated the oral interviews based on the above criteria. The following table summarizes the rankings of the oral interviews.

Table 2 – Summary of Oral Presentation Ratings

Firm	Rank
Albert Grover & Associates	4
Iteris	6
Kimley-Horn and Associates, Inc.	1
KOA Corporation	3
LIN Consulting, Inc.	5
Transportation & Energy Solutions, Inc.	2

Based on the oral interview rankings, staff recommends Transportation & Energy Solutions, Inc. be awarded a Professional Services Agreement in an amount not to exceed \$250,000.00 for three (3) years. The annual cost shall not exceed the approved

budget without Council authorization.

By awarding two (2) Professional Services Agreement to both Kimley-Horn and Associates, Inc., and Transportation & Energy Solutions, Inc. this will allow the City to have an on-call traffic engineering consultant bench that would be available to address multiple projects as assigned by the City simultaneously. The purpose of the pre-qualified bench is to provide competent, cost-effective and expeditious services to the City.

Upon your approval and execution of the attached PSA, Transportation & Energy Solutions, Inc. is prepared to begin providing services to the City.

Exhibits

- A. Professional Services Agreement with Transportation & Energy Solutions, Inc. in an amount not to exceed \$250,000 for three (3) years
- B. Statement of Qualifications Received from Firms in Response to Request for Qualifications (RFQ) for On-Call Traffic Engineering Services for the City of Industry (on file in City of Industry City Clerk's Office)

PJP/CC/EP:kw

EXHIBIT A

**Professional Services Agreement with Transportation & Energy Solutions, Inc. in
an amount not to exceed \$250,000 for three (3) years**

[Attached]

CITY OF INDUSTRY

PROFESSIONAL SERVICES AGREEMENT

This PROFESSIONAL SERVICES AGREEMENT ("Agreement"), is made and effective as of April 14, 2016 ("Effective Date"), between the City of Industry, a municipal corporation ("City") and Transportation & Energy Solutions, Inc., a California Sub-S corporation ("Consultant"). The City and Consultant are hereinafter collectively referred to as the "Parties".

RECITALS

WHEREAS, City desires to engage Consultant to perform the services described herein, and Consultant desires to perform such services in accordance with the terms and conditions set forth herein.

NOW, THEREFORE, for and in consideration of the mutual covenants and conditions herein contained, City and Consultant agree as follows:

1. TERM

This Agreement shall commence on the Effective Date, and shall remain and continue in effect until tasks described herein are completed, but in no event later than April 14, 2019, unless sooner terminated pursuant to the provisions of this Agreement.

2. SERVICES

(a) Consultant shall perform the tasks ("Services") described and set forth in Exhibit A, attached hereto and incorporated herein as though set forth in full. ("Scope of Services"). Tasks other than those specifically described in the Scope of Services shall not be performed without prior written approval of the City. The Services shall be performed by Consultant, unless prior written approval is first obtained from the City. In the event of conflict or inconsistency between the terms of this Agreement and Exhibit A, the terms of this Agreement shall prevail.

(b) City shall have the right to request, in writing, changes to the Services. Any such changes mutually agreed upon by the Parties, and any corresponding increase or decrease in compensation, shall be incorporated by written amendment to this Agreement.

(c) Consultant shall perform all Services in a manner reasonably satisfactory to the City and in a first-class manner in conformance with the standards of quality normally observed by an entity providing on-call traffic engineering consulting services, serving a municipal agency.

(d) Consultant shall comply with all applicable federal, state, and local laws,

regulations and ordinances in the performance of this Agreement, including but not limited to, the conflict of interest provisions of Government Code Section 1090 and the Political Reform Act (Government Code Section 81000 *et seq.*). During the term of this Agreement, Consultant shall not perform any work for another person or entity for whom Consultant was not working on the Effective Date if both (i) such work would require Consultant to abstain from a decision under this Agreement pursuant to a conflict of interest statute or law; and (ii) City has not consented in writing to Consultant's performance of such work. No officer or employee of City shall have any financial interest in this Agreement that would violate California Government Code Sections 1090 *et seq.* Consultant hereby warrants that it is not now, nor has it been in the previous twelve (12) months, an employee, agent, appointee, or official of the City. If Consultant was an employee, agent, appointee, or official of the City in the previous twelve (12) months, Consultant warrants that it did not participate in any manner in the forming of this Agreement. Consultant understands that, if this Agreement is made in violation of Government Code §1090 *et seq.*, the entire Agreement is void and Consultant will not be entitled to any compensation for Services performed pursuant to this Agreement, and Consultant will be required to reimburse the City for any sums paid to the Consultant. Consultant understands that, in addition to the foregoing, it may be subject to criminal prosecution for a violation of Government Code § 1090 and, if applicable, will be disqualified from holding public office in the State of California.

(e) Consultant represents that it has, or will secure at its own expense, all licensed personnel required to perform the Services. All Services shall be performed by Consultant or under its supervision, and all personnel engaged in the Services shall be qualified and licensed to perform such services.

3. MANAGEMENT

(a) City's City Manager or his designee shall represent the City in all matters pertaining to the administration of this Agreement, review and approval of all products submitted by Consultant, but shall have no authority to modify the Services or the compensation due to Consultant.

(b) Prior to beginning work under the "on-call" agreement, the consultant shall submit a detailed scope of work and budget for each assigned task for accounting purposes. Approval of each assigned task shall be granted by the City prior to proceeding with specific work task.

4. PAYMENT

(a) The City agrees to pay Consultant monthly, in accordance with the payment rates and terms and the schedule of payment as set forth in Exhibit B ("Rate Schedule"), attached hereto and incorporated herein by this reference as though set forth in full, based upon actual time spent on the above tasks. This amount shall not exceed Two

Hundred and Fifty Thousand Dollars (\$250,000.00) for the total Term of the Agreement unless additional payment is approved as provided in this Agreement.

(b) Consultant shall not be compensated for any services rendered in connection with its performance of this Agreement which are in addition to those set forth herein, unless such additional services are authorized in advance and in writing by the City. Consultant shall be compensated for any additional services in the amounts and in the manner as agreed to by City and Consultant at the time City's written authorization is given to Consultant for the performance of said services.

(c) Consultant shall submit invoices monthly for actual services performed. Invoices shall be submitted on or about the first business day of each month, or as soon thereafter as practical, for services provided in the previous month. Payment shall be made within thirty (30) days of receipt of each invoice as to all non-disputed fees. If the City disputes any of Consultant's fees it shall give written notice to Consultant within thirty (30) days of receipt of an invoice of any disputed fees set forth on the invoice. Any final payment under this Agreement shall be made within 45 days of receipt of an invoice therefore.

5. SUSPENSION OR TERMINATION OF AGREEMENT

(a) The City may at any time, for any reason, with or without cause, suspend or terminate this Agreement, or any portion hereof, by serving upon the Consultant at least ten (10) days prior written notice. Upon receipt of said notice, the Consultant shall immediately cease all work under this Agreement, unless the notice provides otherwise. If the City suspends or terminates a portion of this Agreement such suspension or termination shall not make void or invalidate the remainder of this Agreement.

(b) In the event this Agreement is terminated pursuant to this Section, the City shall pay to Consultant the actual value of the work performed up to the time of termination, provided that the work performed is of value to the City. Upon termination of the Agreement pursuant to this Section, the Consultant shall submit an invoice to the City pursuant to Section 5 of this Agreement.

6. OWNERSHIP OF DOCUMENTS

(a) Consultant shall maintain complete and accurate records with respect to sales, costs, expenses, receipts, and other such information required by City that relate to the performance of services under this Agreement. Consultant shall maintain adequate records of services provided in sufficient detail to permit an evaluation of services. All such records shall be maintained in accordance with generally accepted accounting principles and shall be clearly identified and readily accessible. Consultant shall provide free access to the representatives of City or its designees at reasonable times to review such books and records; shall give City the right to examine and audit said books and records; shall permit City to make transcripts or copies therefrom as necessary; and shall

allow inspection of all work, data, documents, proceedings, and activities related to this Agreement. Such records, together with supporting documents, shall be maintained for a period of three (3) years after receipt of final payment.

(b) Upon completion of, or in the event of termination or suspension of this Agreement, all original documents, designs, drawings, maps, models, computer files, surveys, notes, and other documents prepared in the course of providing the services to be performed pursuant to this Agreement shall become the sole property of the City and may be used, reused, or otherwise disposed of by the City without the permission of the Consultant. With respect to computer files, Consultant shall make available to the City, at the Consultant's office, and upon reasonable written request by the City, the necessary computer software and hardware for purposes of accessing, compiling, transferring, copying and/or printing computer files. Consultant hereby grants to City all right, title, and interest, including any copyright, in and to the documents, designs, drawings, maps, models, computer files, surveys, notes, and other documents prepared by Consultant in the course of providing the services under this Agreement. All reports, documents, or other written material developed by Consultant in the performance of the Services pursuant to this Agreement, shall be and remain the property of the City.

7. INDEMNIFICATION

(a) Indemnity for professional liability

When the law establishes a professional standard of care for Consultant's Services, to the fullest extent permitted by law, Consultant shall indemnify, protect, defend and hold harmless the City and any and all of its officials, employees and agents ("Indemnified Parties") from and against any and all losses, liabilities, damages, costs and expenses, including legal counsel's fees and costs that arise out of, pertain to, or relate to any negligent or wrongful act, error or omission of Consultant, its officers, agents, employees or Subconsultants (or any agency or individual that Consultant shall bear the legal liability thereof) in the performance of professional services under this Agreement.

(b) Indemnity for other than professional liability.

Other than in the performance of professional services and to the full extent permitted by law, Consultant shall indemnify, defend and hold harmless City, and any and all of its employees, officials and agents from and against any liability (including liability for claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses or costs of any kind, whether actual, alleged or threatened, including legal counsel fees and costs, court costs, interest, defense costs, and expert witness fees), where the same arise out of, are a consequence of, or are in any way attributable to, in whole or in part, the performance of this Agreement by Consultant or by any individual or agency for which Consultant is legally liable, including but not limited to officers, agents, employees or subcontractors of Consultant.

(c) DUTY TO DEFEND. In the event the City, its officers, employees, agents and/or volunteers are made a party to any action, claim, lawsuit, or other adversarial proceeding arising from the performance of the services encompassed by this Agreement, and upon demand by City, Consultant shall have an immediate duty to defend the City at Consultant's cost or at City's option, to reimburse the City for its costs of defense, including reasonable attorney's fees and costs incurred in the defense of such matters.

Payment by City is not a condition precedent to enforcement of this indemnity. In the event of any dispute between Consultant and City, as to whether liability arises from the sole negligence of the City or its officers, employees, or agents, Consultant will be obligated to pay for City's defense until such time as a final judgment has been entered. If it is finally adjudicated that liability was caused by the comparative active negligence or willful misconduct of an indemnified party, Consultant may submit a claim to the City for reimbursement of reasonable attorneys' fees and defense costs in proportion to the established comparative liability of the indemnified party.

8. INSURANCE

Consultant shall maintain prior to the beginning of and for the duration of this Agreement insurance coverage as specified in Exhibit C attached hereto and incorporated herein by reference.

9. INDEPENDENT CONSULTANT

(a) Consultant is and shall at all times remain as to the City a wholly independent consultant and/or independent contractor. The personnel performing the services under this Agreement on behalf of Consultant shall at all times be under Consultants exclusive direction and control. Neither City nor any of its officers, employees, or agents shall have control over the conduct of Consultant or any of Consultant's officers, employees, or agents, except as set forth in this Agreement. Consultant shall not at any time or in any manner represent that it or any of its officers, employees, or agents are in any manner officers, employees, or agents of the City. Consultant shall not incur or have the power to incur any debt, obligation, or liability whatever against the City, or bind the City in any manner.

(b) No employee benefits shall be available to Consultant in connection with the performance of this Agreement. Except for the fees paid to Consultant as provided in the Agreement, City shall not pay salaries, wages, or other compensation to Consultant for performing services hereunder for City. City shall not be liable for compensation or indemnification to Consultant for injury or sickness arising out of performing services hereunder.

10. LEGAL RESPONSIBILITIES

The Consultant shall keep itself informed of State and Federal laws and regulations which in any manner affect those employed by it or in any way affect the

performance of its service pursuant to this Agreement. The Consultant shall at all times observe and comply with all such laws and regulations. The City, and its officers and employees, shall not be liable at law or in equity occasioned by failure of the Consultant to comply with this Section.

11. UNDUE INFLUENCE

Consultant declares and warrants that no undue influence or pressure was used against or in concert with any officer or employee of the City in connection with the award, terms or implementation of this Agreement, including any method of coercion, confidential financial arrangement, or financial inducement. No officer or employee of the City has or will receive compensation, directly or indirectly, from Consultant, or from any officer, employee or agent of Consultant, in connection with the award of this Agreement or any work to be conducted as a result of this Agreement. Violation of this Section shall be a material breach of this Agreement entitling the City to any and all remedies at law or in equity.

12. NO BENEFIT TO ARISE TO LOCAL OFFICERS AND EMPLOYEES

No member, officer, or employee of City, or their designees or agents, and no public official who exercises authority over or responsibilities with respect to the Project during his/her tenure or for one year thereafter, shall have any interest, direct or indirect, in any agreement or sub-agreement, or the proceeds thereof, for work to be performed in connection with the Project performed under this Agreement.

13. RELEASE OF INFORMATION/CONFLICTS OF INTEREST

(a) All information gained by Consultant in performance of this Agreement shall be considered confidential and shall not be released by Consultant without City's prior written authorization. Consultant, its officers, employees, agents, or subconsultants, shall not without written authorization from the City, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories, or other information concerning the work performed under this Agreement or relating to any project or property located within the City, unless otherwise required by law or court order. (b) Consultant shall promptly notify City should Consultant, its officers, employees, agents, or subconsultants be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions, or other discovery request ("Discovery"), court order, or subpoena from any person or party regarding this Agreement and the work performed there under or with respect to any project or property located within the City, unless Consultant is prohibited by law from informing the City of such Discovery, court order or subpoena. City retains the right, but has no obligation, to represent Consultant and/or be present at any deposition, hearing, or similar proceeding as allowed by law. Unless City is a party to the lawsuit, arbitration, or administrative proceeding and is adverse to Consultant in such proceeding, Consultant agrees to cooperate fully with the City and to provide the opportunity to review any response to

discovery requests provided by Consultant. However, City's right to review any such response does not imply or mean the right by City to control, direct, or rewrite said response.

14. NOTICES

Any notices which either party may desire to give to the other party under this Agreement must be in writing and may be given either by (i) personal service, (ii) delivery by a reputable document delivery service, such as but not limited to, Federal Express, which provides a receipt showing date and time of delivery, or (iii) mailing in the United States Mail, certified mail, postage prepaid, return receipt requested, addressed to the address of the party as set forth below or at any other address as that party may later designate by notice:

To City: City of Industry
15625 E. Stafford, Suite 100
City of Industry, CA 91744
Attention: City Manager

With a Copy To: James M. Casso, City Attorney
Casso & Sparks, LLP
13200 Crossroads Parkway North, Suite 345
City of Industry, CA 91746

To Consultant: Transportation & Energy Solutions, Inc.
5475 Brentwood Place
Yorba Linda, CA 92887
Attn: Nathaniel Behura, President

15. ASSIGNMENT

The Consultant shall not assign the performance of this Agreement, nor any part thereof, nor any monies due hereunder, without prior written consent of the City.

Before retaining or contracting with any subconsultant for any services under this Agreement, Consultant shall provide City with the identity of the proposed subconsultant, a copy of the proposed written contract between Consultant and such subconsultant which shall include an indemnity provision similar to the one provided herein and identifying City as an indemnified party, or an incorporation of the indemnity provision provided herein, and proof that such proposed subconsultant carries insurance at least equal to that required by this Agreement or obtain a written waiver from the City for such insurance.

Notwithstanding Consultant's use of any subconsultant, Consultant shall be responsible to the City for the performance of its subconsultant as it would be if Consultant had performed the Services itself. Nothing in this Agreement shall be deemed or construed to create a contractual relationship between the City and any subconsultant employed by Consultant. Consultant shall be solely responsible for payments to any subconsultants. Consultant shall indemnify, defend and hold harmless the Indemnified Parties for any claims arising from, or related to, the services performed by a subconsultant under this Agreement.

16. GOVERNING LAW/ATTORNEYS' FEES

The City and Consultant understand and agree that the laws of the State of California shall govern the rights, obligations, duties, and liabilities of the parties to this Agreement and also govern the interpretation of this Agreement. Any litigation concerning this Agreement shall take place in the municipal, superior, or federal district court in Los Angeles County, California. If any action at law or suit in equity is brought to enforce or interpret the provisions of this Agreement, or arising out of or relating to the Services provided by Consultant under this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees and all related costs, including costs of expert witnesses and consultants, as well as costs on appeal, in addition to any other relief to which it may be entitled.

17. ENTIRE AGREEMENT

This Agreement contains the entire understanding between the Parties relating to the obligations of the Parties described in this Agreement. All prior or contemporaneous agreements, understandings, representations, and statements, oral or written and pertaining to the subject of this Agreement or with respect to the terms and conditions of this Agreement, are merged into this Agreement and shall be of no further force or effect. Each party is entering into this Agreement based solely upon the representations set forth herein and upon each party's own independent investigation of any and all facts such party deems material.

18. SEVERABILITY

If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, then such term or provision shall be amended to, and solely to, the extent necessary to cure such invalidity or unenforceability, and in its amended form shall be enforceable. In such event, the remainder of this Agreement, or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby, and each term and provision of this Agreement shall be valid and be enforced to the fullest extent permitted by law.

19. COUNTERPARTS

This Agreement may be executed in multiple counterparts, each of which shall be deemed an original, but all of which taken together shall constitute one and the same instrument.

20. CAPTIONS

The captions appearing at the commencement of the sections hereof, and in any paragraph thereof, are descriptive only and shall have no significance in the interpretation of this Agreement.

21. WAIVER

The waiver by City or Consultant of any breach of any term, covenant or condition herein contained shall not be deemed to be a waiver of such term, covenant or condition or of any subsequent breach of the same or any other term, covenant or condition herein contained. No term, covenant or condition of this Agreement shall be deemed to have been waived by City or Consultant unless in writing.

22. REMEDIES

Each right, power and remedy provided for herein or now or hereafter existing at law, in equity, by statute, or otherwise shall be cumulative and shall be in addition to every other right, power, or remedy provided for herein or now or hereafter existing at law, in equity, by statute, or otherwise. The exercise, the commencement of the exercise, or the forbearance of the exercise by any party of any one or more of such rights, powers or remedies shall not preclude the simultaneous or later exercise by such party of any of all of such other rights, powers or remedies.

23. AUTHORITY TO EXECUTE THIS AGREEMENT

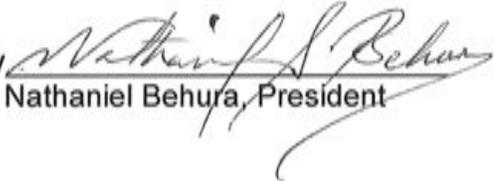
The person or persons executing this Agreement on behalf of Consultant represents and warrants that he/she has the authority to execute this Agreement on behalf of the Consultant and has the authority to bind Consultant to the performance of its obligations hereunder.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed as of the Effective Date.

"CITY"
City of Industry

"CONSULTANT"
Transportation & Energy Solutions, Inc.

By: _____
Paul Philips, City Manager

By: 
Nathaniel Behura, President

Attest:

By: _____
Cecelia Dunlap, Deputy City Clerk

Approved as to form:

By: _____
James M. Casso, City Attorney

Attachments:	Exhibit A	Scope of Services
	Exhibit B	Rate Schedule
	Exhibit C	Insurance Requirements

EXHIBIT A

SCOPE OF SERVICES

The Consultant shall provide all aspects of design services, including developing and completing plans, specifications, estimates and reports, for traffic engineering services for the construction of various improvements, which include, but is not limited to:

- Signal Timing
- Warrant Investigations for signals and turn lanes
- Safety Studies
- Traffic Data Collection
- Traffic studies
- Traffic Signal improvements
- Signing and Striping
- Street lighting

Services to be provided include:

- Preparation of Plans, Specifications, and Engineer's Estimates, in accordance with the City's policies and the Standard Specifications for Public Works Construction, as amended by the "Gray book" (Additions and amendments to the Standard Specifications for Public Works Construction) and all other applicable governing agencies for each specific project
- Third party review of plans, specifications and cost estimates
- Review of traffic engineering related submittals during construction
- Review of temporary traffic control plans
- Traffic counts and traffic demand analysis
- Accident analysis
- Speed survey analysis

Other Related Engineering Services:

- Develop plans and specifications necessary for the orderly implementation and construction of multiple phases of construction work
- Minimize construction claims prevention as part of design
- Implement and execute an extensive Quality Assurance/Quality Control program and correct overlooked material
- Assist the City in developing bid and contract documents, for public works bidding
- Attend meetings with the design team, as needed
- Attend pre-bid conference

- Attend pre-construction conference
- Participate in team building sessions with the City, contractor, and other consultants
- Utilize electronic information control system for use by the design consultant, City staff, and stakeholders
- Coordinate and assist the City in obtaining pertinent permits
- Develop construction schedules
- Coordinate or attend meetings with other City Departments or outside agencies, as deemed necessary
- Assist the City in responding to City Council and public inquires or concerns regarding the design
- Prepare quantity calculations
- Assist the City with interpreting contract documents and assist the City in resolving disputes or uncertainties
- Prepare quantity calculations
- Review, track, process, shop drawings, submittals, RFIs, RFCs, RFQs, etc. as needed by the City
- Recommend final approvals to the City
- Prepare all documentation for storage
- Scan, digitize, and organize all digital media related documents as deemed by the Engineer
- All developed material shall be the property of the City including electronic data compiled

EXHIBIT B
RATE SCHEDULE

Rates will apply for all work performed from April 14, 2016 to April 14, 2019.

Principal Transportation Engineer Nathaniel Behura, MS, MBA Glen Pedersen, P.E.	\$155/hour
Senior Transportation Engineer James Harris, T.S.O.S.	\$150/hour
Senior Bicycle/Ped Facilities Planner Charles Gandy	\$165/hour
Senior Design Specialist Maurice Cruz	\$110/hour
Transportation Engineer II	\$110/hour
Senior Administrative Personnel	\$95/hour
Transportation Engineer I Jacob Vu Jose Soria	\$95/hour
Technician	\$75/hour
Senior Field Operations Specialist Joe Provenza	\$150/hour
Senior Traffic Operations Engineer/Synchro Can Doan, P.E.	\$150/hour
Resident Engineer/QA-QC David Nelson, P.E.	\$150/hour
Senior Field Inspector	\$115/hour
Field Inspector	\$105/hour

City shall reimburse Consultant its actual costs for all photocopying and postage, upon submittal of evidence of said costs along with the monthly invoice, as set forth in the agreement.

EXHIBIT C

INSURANCE REQUIREMENTS

Without limiting Consultant's indemnification of City, and prior to commencement of the Services, Consultant shall obtain, provide and maintain at its own expense during the term of this Agreement, policies of insurance of the type and amounts described below and in a form satisfactory to Agency.

General liability insurance. Consultant shall maintain commercial general liability insurance with coverage at least as broad as Insurance Services Office form CG 00 01, in an amount not less than \$1,000,000.00 per occurrence, \$2,000,000.00 general aggregate, for bodily injury, personal injury, and property damage. The policy must include contractual liability that has not been amended. Any endorsement restricting standard ISO "insured contract" language will not be accepted.

Automobile liability insurance. Consultant shall maintain automobile insurance at least as broad as Insurance Services Office form CA 00 01 covering bodily injury and property damage for all activities of the Consultant arising out of or in connection with Work to be performed under this Agreement, including coverage for any owned, hired, non-owned or rented vehicles, in an amount not less than \$1,000,000.00 combined single limit for each accident.

Professional liability (errors & omissions) insurance. Consultant shall maintain professional liability insurance that covers the Services to be performed in connection with this Agreement, in the minimum amount of \$1,000,000 per claim and in the aggregate. Any policy inception date, continuity date, or retroactive date must be before the effective date of this agreement and Consultant agrees to maintain continuous coverage through a period no less than three years after completion of the services required by this agreement.

Workers' compensation insurance. Consultant shall maintain Workers' Compensation Insurance (Statutory Limits) and Employer's Liability Insurance (with limits of at least \$1,000,000.00).

Consultant shall submit to City, along with the certificate of insurance, a Waiver of Subrogation endorsement in favor of Agency, its officers, agents, employees and volunteers.

Proof of insurance. Consultant shall provide certificates of insurance to City as evidence of the insurance coverage required herein, along with a waiver of subrogation endorsement for workers' compensation. Insurance certificates and endorsement must be approved by City's Risk Manager prior to commencement of performance. Current certification of insurance shall be kept on file with City at all times during the term of this contract. City reserves the right to require complete, certified copies of all required insurance policies, at any time.

Duration of coverage. Consultant shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property, which may

arise from or in connection with the performance of the Services hereunder by Consultant, his agents, representatives, employees or subconsultants.

Primary/noncontributing. Coverage provided by Consultant shall be primary and any insurance or self-insurance procured or maintained by City shall not be required to contribute with it. The limits of insurance required herein may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of City before the City's own insurance or self-insurance shall be called upon to protect it as a named insured.

City's rights of enforcement. In the event any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced, City has the right but not the duty to obtain the insurance it deems necessary and any premium paid by City will be promptly reimbursed by Consultant, or City will withhold amounts sufficient to pay premium from Consultant payments. In the alternative, City may cancel this Agreement.

Acceptable insurers. All insurance policies shall be issued by an insurance company currently authorized by the Insurance Commissioner to transact business of insurance in the State of California, with an assigned policyholders' Rating of A- (or higher) and Financial Size Category Class VI (or larger) in accordance with the latest edition of Best's Key Rating Guide, unless otherwise approved by the City's Risk Manager.

Waiver of subrogation. All insurance coverage maintained or procured pursuant to this agreement shall be endorsed to waive subrogation against City, its elected or appointed officers, agents, officials, employees and volunteers or shall specifically allow Consultant or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Consultant hereby waives its own right of recovery against City, and shall require similar written express waivers and insurance clauses from each of its subconsultants.

Enforcement of contract provisions (non estoppel). Consultant acknowledges and agrees that any actual or alleged failure on the part of the City to inform Consultant of non-compliance with any requirement imposes no additional obligations on the Agency nor does it waive any rights hereunder.

Requirements not limiting. Requirements of specific coverage features or limits contained in this Section are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only as it pertains to a given issue and is not intended by any party or insured to be all inclusive, or to the exclusion of other coverage, or a waiver of any type. If the Consultant maintains higher limits than the minimums shown above, the City requires and shall be entitled to coverage for the higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

Notice of cancellation. Consultant agrees to oblige its insurance agent or broker and insurers to provide to City with a thirty (30) day notice of cancellation (except for nonpayment for which a ten (10) day notice is required) or nonrenewal of coverage for each required coverage.

Additional insured status. General liability policies shall provide or be endorsed to provide that City and its officers, officials, employees, and agents, and volunteers shall be additional insureds under such policies. This provision shall also apply to any excess liability policies.

Prohibition of undisclosed coverage limitations. None of the coverages required herein will be in compliance with these requirements if they include any limiting endorsement of any kind that has not been first submitted to City and approved of in writing.

Separation of Insureds. A severability of interests provision must apply for all additional insureds ensuring that Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the insurer's limits of liability. The policy(ies) shall not contain any cross-liability exclusions.

Pass Through Clause. Consultant agrees to ensure that its subconsultants, subcontractors, and any other party involved with the project who is brought onto or involved in the project by Consultant, provide the same minimum insurance coverage and endorsements required of Consultant. Consultant agrees to monitor and review all such coverage and assumes all responsibility for ensuring that such coverage is provided in conformity with the requirements of this section. Consultant agrees that upon request, all agreements with consultants, subcontractors, and others engaged in the project will be submitted to City for review.

City's right to revise specifications. The City reserves the right at any time during the term of the contract to change the amounts and types of insurance required by giving the Consultant ninety (90) days advance written notice of such change. If such change results in substantial additional cost to the Consultant, the City and Consultant may renegotiate Consultant's compensation.

Self-insured retentions. Any self-insured retentions must be declared to and approved by the City. The City reserves the right to require that self-insured retentions be eliminated, lowered, or replaced by a deductible. Self-insurance will not be considered to comply with these specifications unless approved by the City.

Timely notice of claims. Consultant shall give the City prompt and timely notice of claims made or suits instituted that arise out of or result from Consultant's performance under this Agreement, and that involve or may involve coverage under any of the required liability policies.

Additional insurance. Consultant shall also procure and maintain, at its own cost and expense, any additional kinds of insurance, which in its own judgment may be necessary for its proper protection and prosecution of the work.

EXHIBIT B

**Statement of Qualifications Received from Firms in Response to Request for
Qualifications ("RFQ") for On-Call Traffic Engineering Services for the City of
Industry**

[On File in City of Industry City Clerk's Office]

CITY COUNCIL

ITEM NO. 6.1



CITY OF INDUSTRY

P.O. Box 3366 • 15625 E. Stafford St. • City of Industry, CA 91744-0366 • (626) 333-2211 • FAX (626) 961-6795

MEMORANDUM

To: City Council

From: Paul J. Philips, City Manager

Handwritten signature of Paul J. Philips in blue ink.

Staff: Troy Helling, Senior Planner

Handwritten initials 'TH' in blue ink.

Date: April 14, 2016

Subject: Development Plan 15-15 – 3718 Capital Avenue

Overview

Section 17.36.020 of the Municipal Code requires approval of a Development Plan by the City Council for new construction. Development Plan Application 15-15 is proposed by C.E.G. Construction to develop a 1.66 acre site at 3718 Capitol Avenue with a new 36,161 square foot industrial warehouse building.

Location and Surroundings

As shown on the location map (Attachment 1), the project site is located at the end and on the south side of the cul-de-sac at 3718 Capitol Avenue. The site is 1.66 net acres (1.9 acres gross) and is comprised of Los Angeles County Tax Assessor Parcel Number (APN) 8125-014-031. The project site is graded and flat, and paved as a parking lot. A cell tower is located in an approximately 924 square-foot enclosure in the northeast corner of the site and will remain after the development.

Warehouses and manufacturing facilities are located to the north, east, and west of the project site. The Union Pacific Railroad tracks abut the project site on the south with a warehouse distribution use in Los Angeles County located beyond.

Capitol Avenue is a private street. When the development of Capitol Avenue and adjacent buildings were approved, the centerline of each lot was placed at the centerline of the street. While the gross size of the lot includes a portion of Capitol Avenue, the roadway is not included in the net calculations used to determine maximum building area and landscaped area.

Project Description

As shown in the site plan (Attachment 2), the proposed building would be 34,710 square feet on a 1.66 acre lot (72,323 square feet). The building would include 6,370 square feet of office area. The loading area would be located on the east side of the building and would be screened from Capitol Avenue by an eight foot tall concrete screen wall. There would be four dock-high loading bays and two grade-level loading doors in the loading area, which would be secured by an eight foot tall, sliding gate. The building would be accessed from Capitol Avenue by one 26 foot wide driveway that would provide access to 63 parking spaces as follows:

- 1 Handicap accessible space
- 2 Handicap van accessible spaces
- 6 Clean air car spaces
- 41 standard spaces (9'x19'), including three accessible and van accessible spaces
- 13 compact spaces (8'x16')

In addition, there would be two bike racks accommodating five bicycle parking spaces each and a total of 8,678 square feet of landscaping (12 percent) located primarily along Capitol Avenue. A trash enclosure containing a trash bin and a recycling bin would be provided on the north side of the loading area, and a pad-mounted electrical transformer would be installed on the north side of the building.

As shown on the elevations (Attachments 3), the building is proposed to be approximately 35 feet tall and the northern and western elevations would include variations in wall height and be adorned with glazing to differentiate it from the warehouse area.

Staff Analysis

Development Plan Application

The proposed development project is consistent with the Zoning ("M" – Manufacturing) and General Plan (Employment) designations of the site and complies with the following development and design standards in Section 17.36, *Design Review*, of the Industry Municipal Code. Specifically, the project:

- Meets development standards. Chapter 17.36 includes standards regarding building height, lot coverage, and trash/recycling enclosures to which the proposed project complies.
- Meets screening and loading requirements. Section 17.36.060.R requires that loading areas not located at the rear of the building be screened by a minimum eight foot tall wall, landscaping, or the building itself. The loading bays are located on the eastern side of the building and are placed behind an eight foot tall screen wall and steel gate.
- Meets building setback standards. Section 17.36.060.L of the Municipal Code requires that all buildings and structures be set back a minimum of 30 feet from the curb. As proposed, the building would be set back 30 feet from the curb.
- Meets design guidelines. Sections 17.36.060 A-J of the Municipal Code call for well-designed and coordinated buildings, walls, lighting, and landscaping. The architectural treatment of the building is varied and professional in appearance, with the office area facing Capitol Avenue. The bulk of the landscaping is located in the front between Capitol Avenue and the building, which will provide a green separation between the street and the facility.
- Meets vehicular parking requirements. Section 17.36.060.K of the Municipal Code requires that buildings between 25,000 and 100,000 square feet provide 50 parking spaces plus one space per 750 square feet of floor area over 25,000 square feet. Based on this formula, 65 parking spaces are required and 65 parking spaces are proposed. In addition, Section 17.36.060 K of the Municipal Code limits the amount of compact parking to 20 percent of the total parking. There are 13 compact spaces (20 percent) proposed in compliance with the development standards.
- Meets access requirements. Sections 17.36.060.K and N of the Municipal Code require a minimum driveway and drive-aisle width of 26 feet. One driveway of 26 feet in width would provide access from Capitol Avenue. Drive-aisle widths of 26 feet are proposed to provide internal circulation.
- Exceeds bicycle-parking requirements. Chapter 17.68 of the Municipal Code requires that the

development accommodate four bicycles for the first 50,000 square feet and one bicycle per each additional 50,000 square feet. Based on this formula, four bicycles must be accommodated and parking for ten bicycles is proposed.

- Complies with drainage and water quality requirements. The applicant has submitted a preliminary Low Impact Development (LID) Plan to the City Engineer per Chapter 13.16 of the Municipal Code and the project can meet drainage and water quality requirements. The LID improvements will be implemented prior to issuance of the grading plan and/or final approval of the building.

Staff recommends that the City Council approve Development Plan 15-15 based on the following findings:

- The project site is suitable for development in accordance with the proposed project because the site was previously subdivided to comply with minimum lot area and frontage requirements, is flat and free from hazards as noted in the accompanying Initial Study/Mitigated Negative Declaration, and is designated as Employment in the General Plan and zoned Manufacturing, which are consistent with the proposed industrial development.
- The total development is arranged so as to avoid traffic congestion, ensure the public health, safety and general welfare or prevent adverse effects upon neighboring properties because, as noted in the accompanying Initial Study/Mitigated Negative Declaration, the proposed project would add approximately 130 vehicle trips, which equates to approximately 14 morning trips and 16 evening trips, which would not significantly impact road capacity. In addition, the proposed project provides the necessary setback of the building and loading areas, adequately screens the loading area, presents a professional and coordinated architectural and landscape design. In addition, the attached conditions of approval set operational and management standards that ensure the business that will operate in a manner consistent with the General Plan's policies related to noise, safety, property maintenance, and maintaining a professional appearance.
- The development is in general accord with all elements of the Industry Zoning Ordinance because, with the approval of the Development Plan, the project complies with development standards in regards to building setbacks, height, parking, access, screening, and design.
- The development is consistent with the provisions of the General Plan because is the Property is designated as Employment, which allows the development of buildings for industrial uses.

Environmental Analysis

An Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA) to determine if the proposed use could have a significant impact on the environment (Exhibit B.1 of Attachment 4). The Initial Study determined that the proposed project would not have a significant effect on the environment with the implementation of mitigation measures addressing the use of equipment meeting the Environmental Protection Agency-Certified off-road emissions standards during rough grading activity, or limiting the amount of soil haul and the need to suspend grading work within 100 feet of a find if paleontological or tribal cultural resources are discovered. The mitigation measures are contained in a Mitigation Monitoring and Reporting Program, which has been prepared in conformance with Section 21081.6 of the Public Resources Code and which provides a vehicle to monitor compliance with the mitigation measure (Exhibit B.2 of Attachment 4). Resolution PC 2016-22 (Attachment 4) approving the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program accompanies this application for adoption.

The Notice of Intent to Adopt a Mitigated Negative Declaration (Exhibit A of Attachment 4) was posted

on the site, fire stations, and Council Chambers, and published in the San Gabriel Tribune by March 24, 2016.

AB 52 Tribal Consultation

AB 52 requires that the City provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if they have requested to be notified. If the tribes do not respond within 30 days of being notified, then the AB 52 consultation process is concluded. In this case, the City notified the Gabrieleño Band of Mission Indians – Kizh Nation and Soboba Band of Luiseño Indians on October 6, 2015, and did not receive responses within the 30 day period.

Recommendation

Because the Development Plan application proposes a project that complies with the development standards of the Municipal Code, does not pose a significant impact on the environment, and satisfies the above-mentioned findings, Staff recommends that the City Council:

- 1) Adopt Resolution No. CC 2016-22 (Attachment 4) approving the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; and
- 2) Adopt Resolution No. CC 2016-23 (Attachment 5) approving Development Plan No. 15-15 with the Standard Requirements and Conditions of Approval contained in the Resolution.

Attachments

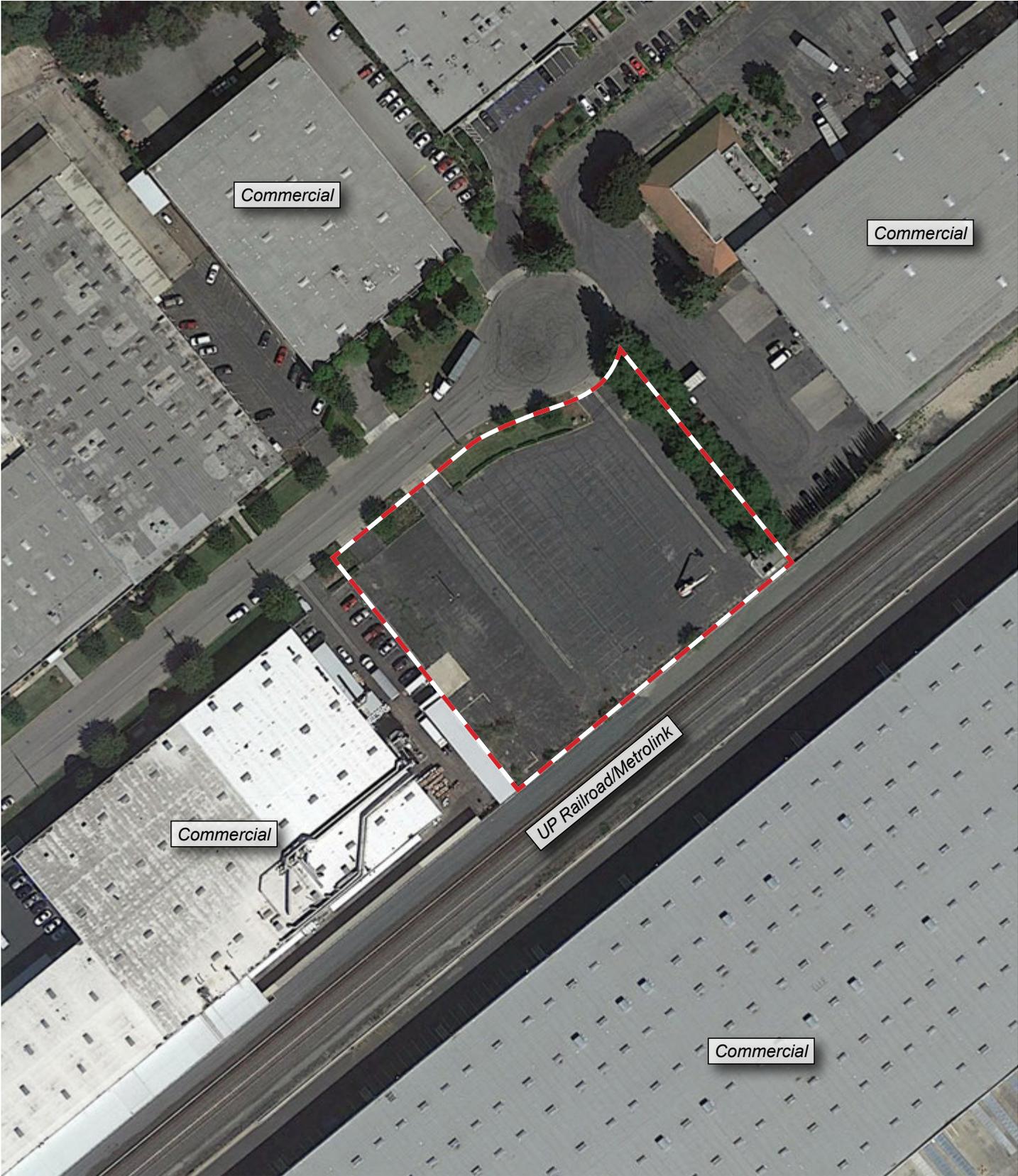
- Attachment 1: Location Map
- Attachment 2: Elevations
- Attachment 3: Site Plan
- Attachment 4: Resolution No. CC 2016-22 including the Notice of Intent to Adopt a Mitigated Negative Declaration for Development Plan 15-15; Initial Study/Mitigated Negative Declaration for Capitol Industrial Building, March 2016; and Mitigation Monitoring and Reporting Program
- Attachment 5: Resolution No. CC 2016-23

Attachment 1

Location Map

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DP 15-15 Location Map



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Attachment 2

Site Plan

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Attachment 3

Elevations

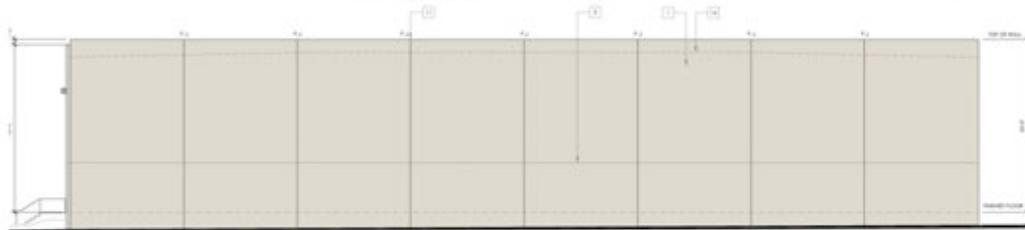
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DP 15-15 Elevations

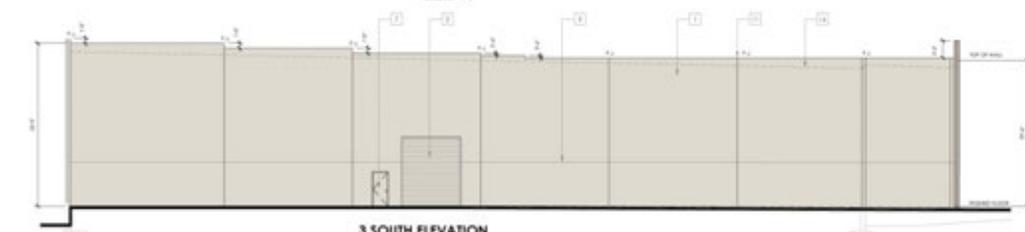
CAPITOL INDUSTRIAL WAREHOUSE / OFFICE CONCRETE TILT UP BUILDING



1 NORTH ELEVATION
SCALE 1/4" = 1'-0"



2 WEST ELEVATION AT PROPERTY LINE
SCALE 1/4" = 1'-0"



3 SOUTH ELEVATION
SCALE 1/4" = 1'-0"



4 EAST ELEVATION
SCALE 1/4" = 1'-0"

KEY NOTES:

- CONCRETE TILT UP WALL - TYPICAL
- SPANDREL GLAZING - TYPICAL
- CURTAIN WALL GLAZING
- COURTSHIP WINDOW GLAZING - TYPICAL
- 12' X 14' TRUCK DOOR - GRADE LEVEL
- 8' X 10' TRUCK DOOR - DOCK HIGH - TYPICAL
- 8' X 7' MAIN DOOR PAINTED TO MATCH THE ADJACENT WALL - TYPICAL
- WALL FACE LIGHT FINISH, BRUSHED ALUMINUM FINISH - TYPICAL
- HORIZONTAL REVEAL - TYPICAL
- VERTICAL REVEAL - TYPICAL
- PANEL JOINT - TYPICAL
- PROPOSED LOCATION OF MECHANICAL EQUIPMENT COMPLETELY SCREENED FROM VIEW
- PRE-FABRICATED METAL CANOPY BRUSHED ALUMINUM FINISH TYPICAL
- ROOF LINE
- DOCK LEVELERS
- TRUCK BUMPERS TYPICAL

LEGEND:

- R.F. ROOF FLOOR
- M.F. MAIN FLOOR
- T.M. TOP OF WALL

COLOR SCHEDULE (EXTERIOR COLORS):

ACCENT 1 COLOR	DAKOTA BRUSHED GRAY	
PAVE COLOR	BRUSHED BRUSHED GRAY	
ACCENT 2 COLOR	BRUSHED BRUSHED GRAY	
GLAZING	PRO SOLAR BLUE (ONE SQUARE FEET DUAL GLAZING)	
SPANDREL GLAZING	PRO SOLAR BLUE (ONE SQUARE FEET DUAL GLAZING)	
CANOPIES	ANODIZED ALUMINUM TRIM PRE-FABRICATED CANOPIES	



TOP PANEL JOINT
DETAIL - A



2 HORIZONTAL REVEAL
DETAIL - B



3 VERTICAL REVEAL
DETAIL - C

GENERAL CONTRACTOR

C.E.G.
CONSTRUCTION
1000 COLUMBIAN DR., PICO HEIGHTS, CA 90660
TEL: (310) 408-1111 FAX: (310) 408-1112

DESIGN:

O.C. DESIGN & ENGINEERING
1000 COLUMBIAN DR., PICO HEIGHTS, CA 90660
TEL: (310) 408-1111 FAX: (310) 408-1112

OWNER/DEVELOPER

CHALMERS EQUITY GROUP
1000 COLUMBIAN DR., PICO HEIGHTS, CA 90660
TEL: (310) 408-1111 FAX: (310) 408-1112

ADDRESS:
3718 CAPITOL AVE.
CITY OF INDUSTRY, CA
PROJECT NO.: 15-005

ELEVATIONS

A-3

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Attachment 4
Resolution No. CC 2016-22
Including:

- **Notice of Intent to Adopt a Negative Declaration**
 - **Initial Study/Negative Declaration**
- **Mitigation Monitoring and Reporting Program**



CITY OF INDUSTRY

P.O. Box 3366 • 15625 E. Stafford St. • City of Industry, CA 91744-0366 • (626) 333-2211 • FAX (626) 961-6795

**NOTICE OF INTENT TO ADOPT A
MITIGATED NEGATIVE DECLARATION
DEVELOPMENT PLAN 15-15
3718 CAPITOL AVENUE, CITY OF INDUSTRY**

Purpose: In accordance with the State of California Public Resources Code Section 21092, Title 14 of the California Code of Regulations Guidelines for implementation of Section 15063 of the California Environmental Quality Act, and the Industry Municipal Code, this is to advise you that the Planning Department of the City of Industry has prepared an initial study of environmental impacts on the following project and is recommending the environmental determination described below.

Project Description: Development Plan Application 15-15 is to develop a new 36,161 square foot industrial warehouse building on a 1.66 acre site that is graded, flat and paved as a parking lot.

Location: The proposed project is located at 3718 Capitol Avenue, City of Industry, Los Angeles County (APN 8125-014-031).

Environmental Determination: Based on the findings of the Initial Study, the Planning Department has determined that the proposed project would not result in significant environmental impacts with implementation of mitigation measures that address the use of equipment meeting the Environmental Protection Agency-Certified off-road emissions standards during rough grading activity or limiting the amount of soil haul and the need to suspend grading work within 100 feet of a find if paleontological or tribal cultural resources are discovered. Accordingly, the City intends to adopt a Mitigated Negative Declaration pursuant to Section 21080 (c) of the Public Resources Code.

The project site is not included on the list of hazardous materials facilities, hazardous waste properties, or hazardous waste disposal sites named under Section 65962.5 of the California Government Code (Cortese List).

Public Review and Comment Period: Copies of the proposed Mitigated Negative Declaration and Initial Study are available in the Planning Department at the address listed below. **A 20-day public review period for the Mitigated Negative Declaration begins March 24, 2016, and ends April 13, 2016.** Written comments on the adequacy of the document must be received by the City prior to 5:00 PM on April 13, 2016. If you would like to comment, please send written comments to:

Troy Helling, Senior Planner
15625 E. Stafford Street, Suite 100
P.O. Box 3366
City of Industry, CA 91744
thelling@cityofindustry.org
(626) 333-2211

Public Meeting: The City Council is scheduled to consider the Mitigated Negative Declaration and proposed project at a regularly scheduled meeting to be held on April 14, 2016, at 9:00 AM. The meeting will be held in the City of Industry Council Chambers located at 15651 E. Stafford Street, City of Industry, CA 91744. To confirm the date and time of the meeting, please check the City's website: www.cityofindustry.org.

December 2015 | Initial Study

Capitol Industrial Building

Development Plan 15-15

Prepared for:

City of Industry

Contact: Brian James, Planning Director
15625 East Stafford, Suite 100
City of Industry, California 91774-0366
626.333.2211

Prepared by:

PlaceWorks

Contact: Dwayne Mears, Principal, Environmental Services
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
714.966.9220
info@placeworks.com
www.placeworks.com

IND-07.145

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- Appendix A Air Quality and Greenhouse Gas Analysis
- Appendix B Noise Analysis

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1. Introduction

The project applicant, Chalmers Equity Group, is seeking approval by the City of Industry for development of a 36,161-square-foot industrial warehouse building at 3718 Capitol Avenue near the west end of the City of Industry.

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA), as amended, to determine if approval of the discretionary action requested and subsequent development could have a significant impact on the environment. This analysis will also provide the City of Industry with information to document the potential impacts of the proposed project.

1.1 PROJECT LOCATION

The 1.66-acre (net) project site is at 3718 Capitol Avenue near the west end of the City of Industry in central Los Angeles County, California. The City of Industry extends east-west nearly the full length of the San Gabriel Valley. The project site is in the southwest San Gabriel Valley, approximately 0.6 mile southeast of the San Gabriel River and about 1.1 mile southwest of the junction of Interstate 605 (I-605) and State Route 60 (SR-60). The west foot of the Puente Hills is about 0.3 miles east of the site. The site is in the Whittier Narrows, a low gap between the Puente Hills to the east and the Montebello Hills to the west.

The relevant portion of the City of Industry is surrounded by unincorporated areas of Los Angeles County to the south, west, and north and by the City of Pico Rivera to the west. The City of South El Monte is to the northwest opposite the San Gabriel River, and the City of Whittier is about 1.4 miles to the south.

Regional access to the site is from the I-605 freeway via Rose Hills Road (see Figure 1, *Regional Location*). Access to the site is from Capitol Avenue on the northwest site boundary (see Figure 2, *Local Vicinity*). Capitol Avenue ends in a cul-de-sac next to the northeastern site boundary.

The project site boundaries are oriented northeast-southwest and northwest-southeast. The site boundary along Capitol Avenue is henceforth referred to as the northern boundary, and the boundary along the railroad tracks as the southern boundary. Directions to offsite locations—for instance, the City of South El Monte to the northwest—are compass directions.

1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Land Use

The project site is a vacant, paved parking lot; the two driveways into the site from Capitol Avenue are closed with locked gates. A cell tower is in an approximately 924-square-foot enclosure in the northeast corner of the site (see Figures 3, *Aerial Photograph*, and 4, *Site Photographs*). Shrubs, small trees, and grasses are growing

1. Introduction

out of the pavement, mostly near the eastern and southern site boundaries. There are three landscaped areas along the north side of the site next to Capitol Avenue. One of those areas is landscaped with turf and two trees, one with herbaceous weeds and one tree, and one with ivy. There is a pole-mounted parking lot light near the center of the site. Small amounts of trash, including pallets, are scattered mainly in the eastern and southern parts of the site.

1.2.2 Surrounding Land Use

The site is surrounded by industrial uses to the west and east; by industrial uses opposite Capitol Avenue to the north; and by Union Pacific Railroad tracks and a distribution warehouse in unincorporated Los Angeles County to the south. Several large trees offsite next to the east site boundary screen the adjoining industrial use to the east from the site. Other notable nearby land uses include Rio Hondo College, about 0.25 mile to the southeast; Rose Hills Memorial Park, about 0.3 mile to the south; and Whittier Narrows Recreation Area, about 0.25 mile to the northwest. Whittier Narrows Recreation Area is a flood control basin for both the San Gabriel River and the Rio Hondo. The Pico Rivera Sports Arena, a rodeo ring, is across I-605 from the site in the Whittier Narrows Recreation Area.

1.3 PROJECT DESCRIPTION

1.3.1 Proposed Land Use

The proposed industrial warehouse building would be 36,161 square feet, consisting of 33,516 square feet on the first floor plus a mezzanine level of 2,645 square feet. Office use would occupy the mezzanine level and 3,150 square feet of the first floor, for a total of 5,795 square feet. The remaining 30,366 square feet of the first floor would be industrial warehouse use. Square footage by land use and floor is summarized in Table 1. The building would be of concrete tilt-up construction and would be 35 feet high. The building entrance and the office space—on both floors—would be in the northeast corner of the building. The building would sit on the west half of the project site; the east half of the site would be developed with a driveway, loading dock, and parking lot (see Figures 5, *Site Plan*, and 6, *Elevations*). The cell tower would remain.

The building would be built on speculation; thus, the specific type of industrial and/or warehouse use of the building is currently unknown.

Table 1 Proposed Uses by Floor

Land Use	First Floor	Mezzanine	Total
Industrial Warehouse	30,366	0	30,366
Office	3,150	2,645	5,795
Total	33,516	2,645	36,161

Access and Parking

Access would be via one driveway from Capitol Avenue near the northeast corner of the site. Four loading docks and a truck well would occupy the center of the east half of the site. One grade-level loading door

1. Introduction

would be near the south end of the east side of the building. Sixty-five parking spaces would be provided, including three accessible spaces, to the north, south, and east of the truck well.

Landscaping

The project would provide 8,678 square feet of landscaping, mainly along the northern and eastern edges of the project site.

1.3.2 Project Phasing

Upon approval of the project by the City of Industry, the project would be built in one phase. The first steps in construction would be demolition of the existing parking lot and parking lot light and clearance of vegetation. Rough grading and utility trenching and installation would be next, followed by fine grading. Building construction, painting, construction of the parking lot, and installation of landscaping would complete the construction process.

1.4 EXISTING ZONING AND GENERAL PLAN

The existing zoning designation onsite is Industrial (I), and the existing General Plan land use designation is Employment.

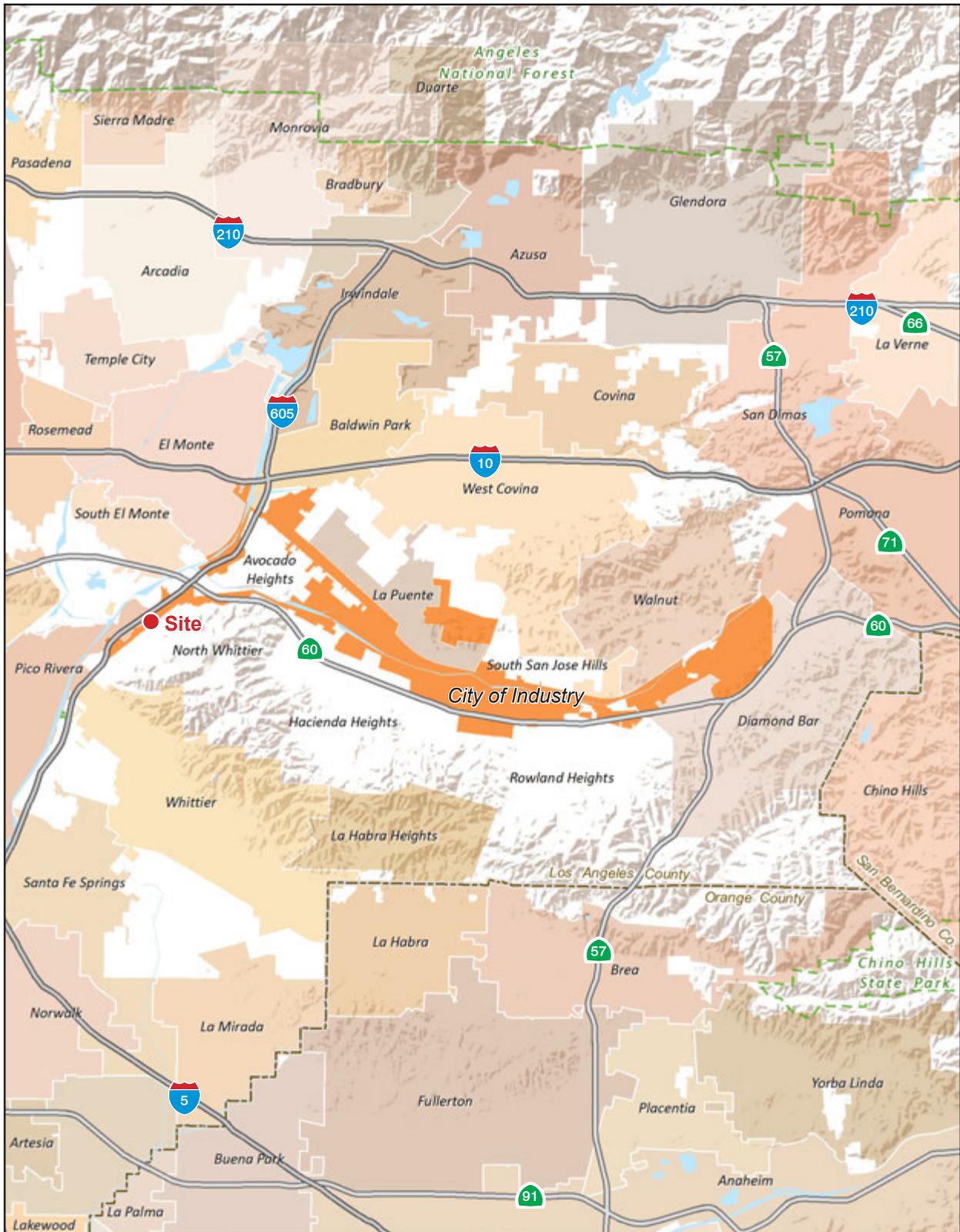
1.5 CITY ACTION REQUESTED

Development Plan Approval.

1. Introduction

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Figure 1 - Regional Location
1. Introduction



Note: Unincorporated county areas shown in white.



Source: ESRI, 2015

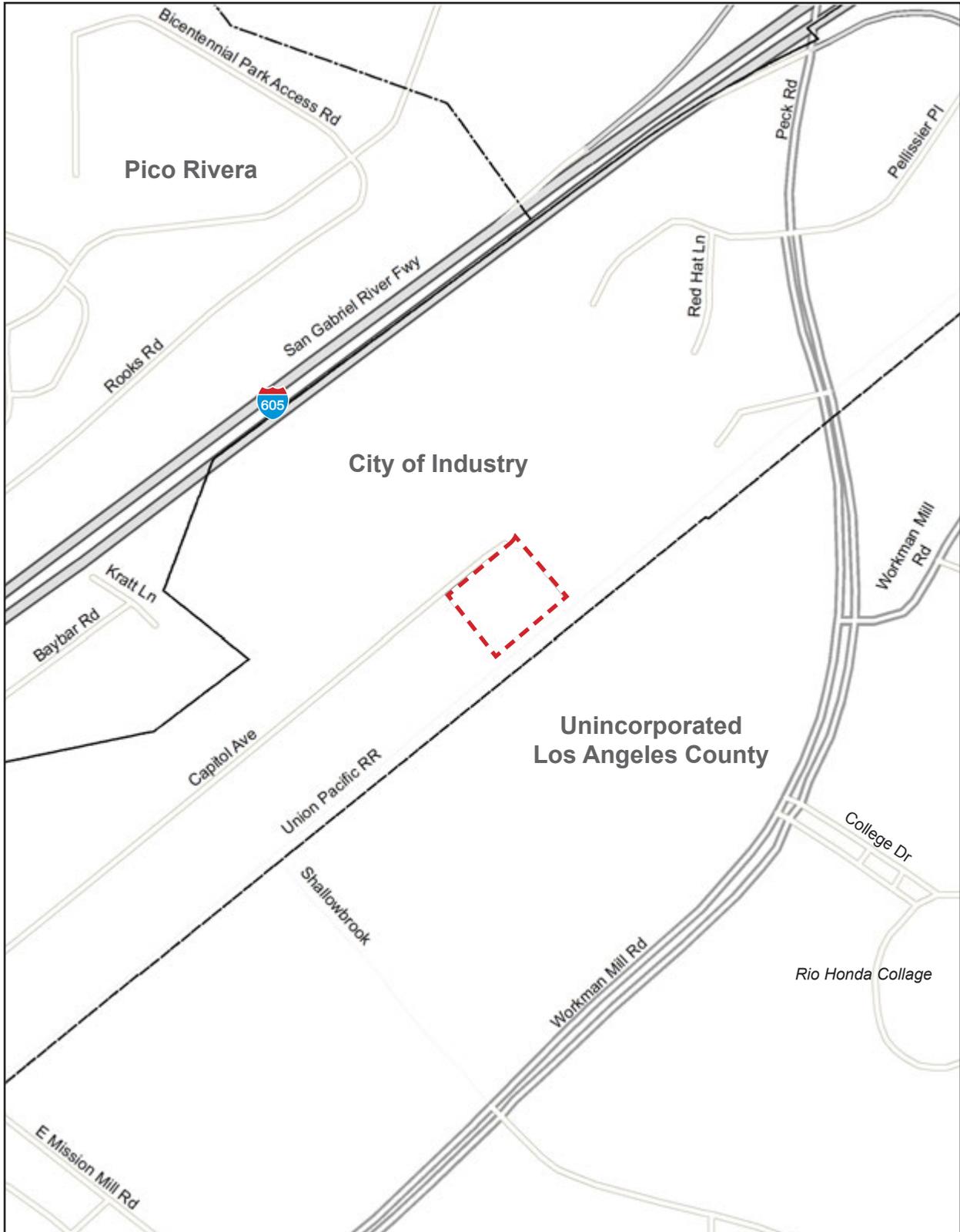
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PlaceWorks

1. Introduction

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Figure 2 - Local Vicinity
1. Introduction



--- Subject Property

----- City Boundary

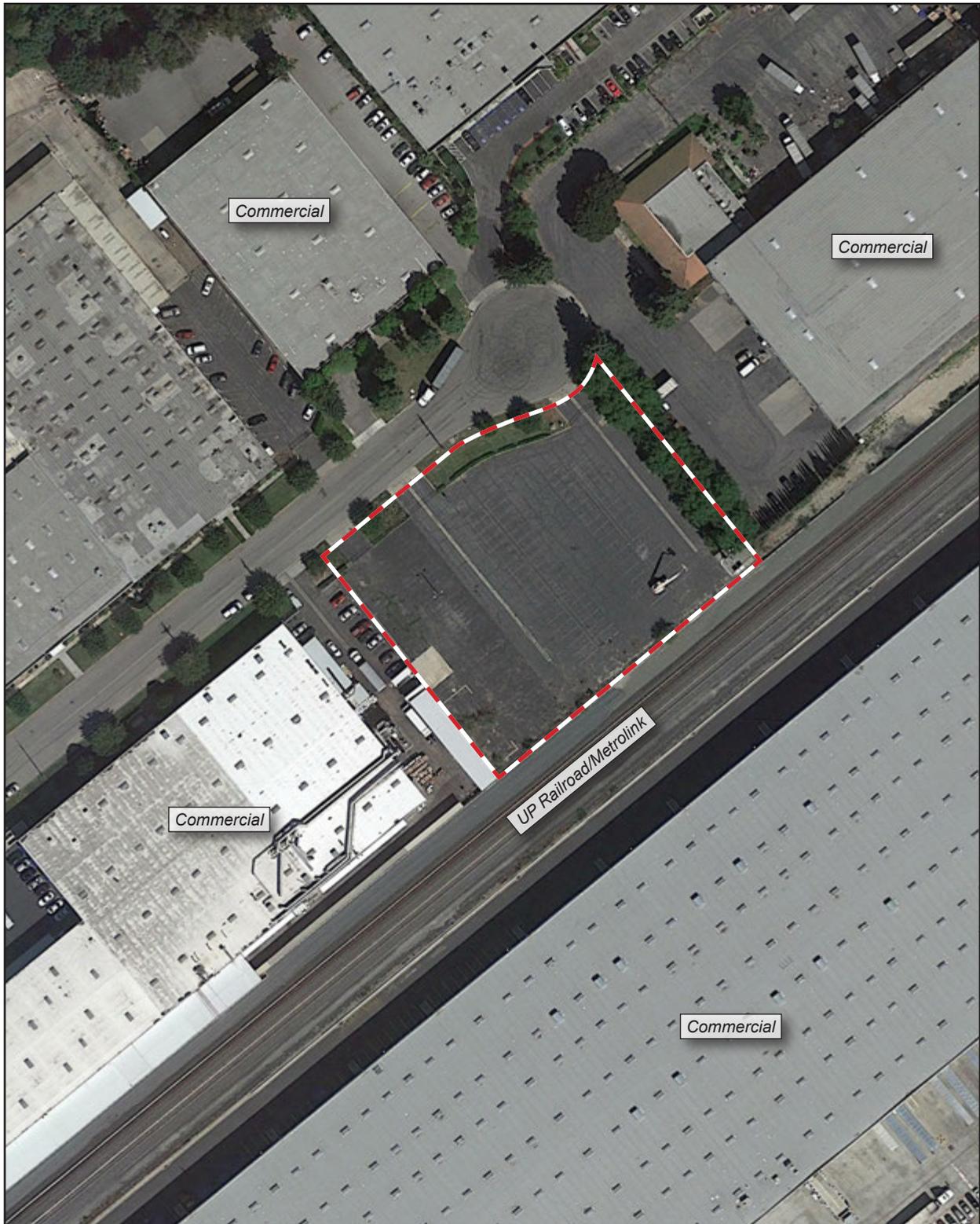
0 500
Scale (Feet)



1. Introduction

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Figure 3 - Aerial Photograph
1. Introduction



--- Project Site

0 140
Scale (Feet)



Source: Google Earth Pro, 2015

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PlaceWorks

1. Introduction

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Figure 4 - Site Photographs
1. Introduction



View looking southwest from the northeast corner of the site showing industrial use next to the west site boundary in the right background; shrubs and small trees in the south edge of the site; and Union Pacific Railroad tracks and industrial use next to the south site boundary in the left background.

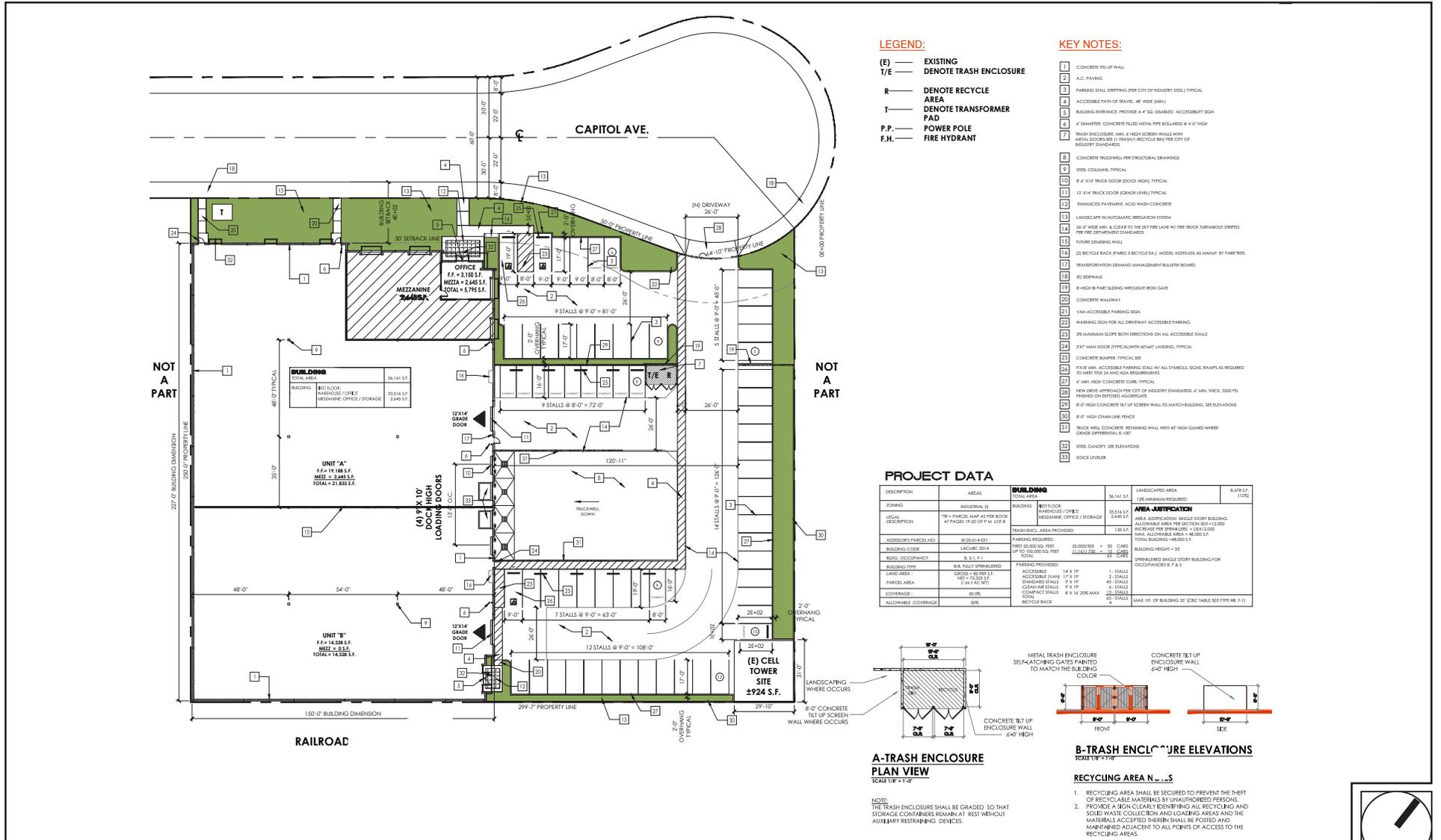


View looking northeast from the southwest corner of the site showing locked gates at the two driveway entrances to the site and industrial use north of the site opposite Capitol Avenue in the center back-ground.

1. Introduction

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Figure 5 - Site Plan
1. Introduction



Source: C.E.G. Construction, 2015

IND-07.145

1. Introduction

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Figure 6 - Elevations
1. Introduction



1. Introduction

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2. Environmental Checklist

2.1 BACKGROUND

1. **Project Title:** Capitol Industrial Building.

2. **Lead Agency Name and Address:**

City of Industry
15625 East Stafford, Suite 100
P.O. Box 3366
City of Industry, CA 91744-0366

3. **Contact Person and Phone Number:**

Brian James, Planning Director
626.333.2211

4. **Project Location:**

3718 Capitol Avenue near the west end of the City of Industry in the southwest San Gabriel Valley. The site is about 0.7 mile northeast of the Rose Hills Road overcrossing of Interstate 605 (I-605) and about 1.1 mile southwest of the junction of I-605 and State Route 60 (SR-60).

5. **Project Sponsor's Name and Address:**

Chalmers Equity Group
7901 Crossway Drive
Insert Address Line 2
Pico Rivera, CA 90660

6. **General Plan Designation:** Employment

7. **Zoning:** Industrial (I)

8. **Description of Project:**

The proposed industrial warehouse building would be 36,161 square feet, consisting of 33,516 square feet on the first floor plus a mezzanine level of 2,645 square feet. Office use would occupy the mezzanine level and 3,150 square feet of the first floor, for a total of 5,795 square feet. The remaining 30,366 square feet of the first floor would be industrial warehouse use. Square footage by land use and floor is summarized in Table 1. The building would be of concrete tilt-up construction and would be 35 feet high. The building entrance and the office space—on both floors—would be in the northeast corner of the building. The building would sit on the west half of the project site; the east half of the site would be developed with a driveway, loading dock, and parking lot. The cell tower would remain.

9. **Surrounding Land Uses and Setting:**

The project is a paved parking lot with three landscaped areas along the street frontage and some shrubs, grasses, and small trees growing through the asphalt pavement. The site is surrounded by industrial uses

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to the west and east and to the north opposite Capitol Avenue, and by Union Pacific Railroad tracks and industrial uses to the south.

10. Other Public Agencies Whose Approval Is Required:

Los Angeles County Fire Department
Los Angeles County Building Department
Los Angeles County Public Works Department
South Coast Air Quality Management District
State Water Resources Control Board

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2.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology/Soils
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology/Water Quality
<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise
<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Utilities/Service Systems	<input type="checkbox"/> Mandatory Findings of Significance

2.3 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 would 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 than 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 mitigation measures has reduced an effect from “Potentially Significant Impact” to a “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.
- 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.

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- 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. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) Supporting Information Sources: A source 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:
- the significance criteria or threshold, if any, used to evaluate each question; and
 - the mitigation measure identified, if any, to reduce the impact to less than significant.

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
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)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
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?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	
e) Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074? (Interim checklist question for AB 52 compliance.)			X	
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) 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?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
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?				X
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?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
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?			X	
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?			X	
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 pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
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 a substantial erosion or siltation on- or off-site			X	

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
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?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
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?				X
j) Inundation by seiche, tsunami, or mudflow?				X
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X
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?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X
XII. NOISE. Would the project result in:				
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?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

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Issues	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?				X
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?				X
XIII. POPULATION AND HOUSING. Would the project:				
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)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
XIV. PUBLIC SERVICES. 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:				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X
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?				X
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?				X
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
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?			X	

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Issues	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?			X	
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?				X
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?				X
e) Result in inadequate emergency access?				X
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?			X	
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
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?				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?			X	
e) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X
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?			X	

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Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

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3. Environmental Analysis

Section 2.3 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures, if applicable.

3.1 AESTHETICS

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

Less Than Significant Impact. Portions of the Puente Hills are visible above the industrial building south of the site. The proposed building would be 35 feet high. The proposed building would block a vista of part of the Puente Hills from industrial uses north of the site across Capitol Avenue. However, industrial uses are not sensitive to impacts on scenic vistas. Impacts would be less than significant and no mitigation would be needed.

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

No Impact The vegetation onsite is characteristic of disturbed sites in urban southern California and is growing through the parking lot pavement because the parking lot is in poor repair. The shrubs and small trees onsite are not scenic resources. The nearest designated state scenic highway to the site is State Route 2, the Angeles Crest Highway, about 16 miles to the north (Caltrans 2011). Project development would not affect scenic resources in a state scenic highway. No impact would occur and no mitigation is required.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact. The project site is a paved parking lot in poor repair in an industrial area. The proposed industrial/warehouse use would be aesthetically superior to the existing condition onsite. Project development would not degrade the existing visual character of the site, and no adverse impact would occur and no mitigation is needed.

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

No Impact. The project would include exterior building lights. Such lights would be typical of other nearby industrial uses. The building exterior would consist of concrete and windows, and would not generate substantial daytime or nighttime glare. Project development would not create a new source of substantial light or glare. Impacts would be less than significant and no mitigation is required.

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3.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

No Impact. The project site is not mapped on the California Important Farmland Finder maintained by the Division of Land Resource Protection (DLRP 2015).¹ There is no agricultural use onsite. Project development would not convert mapped important farmland to non-agricultural uses, and no impact would occur. No mitigation is required.

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

No Impact. The project site is zoned for industrial (I) use and is not zoned for agricultural use. Williamson Act contracts restrict the use of privately-owned land to agriculture and compatible open-space uses under contract with local governments; in exchange, the land is taxed based on actual use rather than potential market value. No Williamson Act contract is in effect on the site. No impact would occur and no mitigation is needed.

- c) **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))?**

No Impact. The site is zoned for industrial use and not for forest land, timberland, or timberland production. No impact would occur and no mitigation is required.

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

No Impact. The shrubs and small trees onsite are ruderal vegetation characteristic of disturbed sites in urban southern California, and are not forest vegetation. Project development would not impact forest land and no mitigation is needed.

¹ The only parts of Los Angeles County mapped on the Important Farmland Finder are the Antelope Valley and part of the Santa Monica Mountains; the central and southern portions of the county are not mapped.

3. Environmental Analysis

- 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?**

No Impact. There is no mapped farmland, agricultural use, or forest use on or near the site. Project development would not indirectly cause conversion of farmland to non-agricultural use, or forest land to non-forest use. No impact would occur and no mitigation is required.

3.3 AIR QUALITY

The Air Quality section addresses the impacts of the proposed project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthful pollutant concentrations. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the project site, and air quality modeling can be found in Appendix A.

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O₃), carbon monoxide (CO), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), sulfur dioxide (SO₂), nitrogen dioxides (NO₂), and lead (Pb). Areas are classified under the federal and California Clean Air acts as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD), is designated nonattainment for O₃ and PM_{2.5} under the California and National AAQS, nonattainment for PM₁₀ under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS² (CARB 2014a).

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

- a) **Conflict with or obstruct implementation of the applicable air quality plan?**

Less Than Significant Impact. A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the air quality management plan (AQMP). It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration at an early enough stage to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to clean air goals in the AQMP. The most recent adopted comprehensive plan is the 2012 AQMP, adopted on December 7, 2012 (see Appendix A to this Initial Study for a description of the 2012 AQMP).

Regional growth projections are used by SCAQMD to forecast future emission levels in the SoCAB. For southern California, these regional growth projections are provided by the Southern California Association of Governments (SCAG) and are partially based on land use designations in city/county general plans. Typically, only large, regionally significant projects have the potential to affect the regional growth projections. The

² On May 24, 2012, CARB approved the State Implementation Plan (SIP) revision for the federal lead standard, which the EPA revised in 2008. Lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011. The SIP revision was submitted to the EPA for approval.

3. Environmental Analysis

proposed project is not considered a regionally significant project that would warrant Intergovernmental Review by SCAG under CEQA Guidelines Section 15206.

While the proposed project would result in an increase in employment in the City of Industry, the project would not substantially affect the regional growth projections because the land use is consistent with the City of Industry's underlying General Plan land use designation. Therefore, the project would not affect the regional emissions inventory or conflict with strategies in the AQMP to attain the AAQS. Furthermore, regional emissions generated by construction and operation of the proposed project would be less than the SCAQMD emissions thresholds with mitigation. As a result, the project would not be considered by SCAQMD to be a substantial source of air pollutant emissions and would not conflict or obstruct implementation of the AQMP. Therefore, impacts are less than significant and no mitigation measures are required.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact With Mitigation Incorporated. The following describes project-related impacts from short-term construction activities and long-term operation of the proposed project.

Short-Term Air Quality Impacts

Construction activities would result in the generation of air pollutants. These emissions would primarily be 1) exhaust emissions from off-road diesel-powered construction equipment; 2) dust generated by asphalt demolition, site preparation, grading, earthmoving, and other construction activities; 3) exhaust emissions from on-road vehicles; and 4) off-gas emissions of volatile organic compounds (VOCs) from application of asphalt, paints, and coatings.

Construction of the 1.66-acre (net) project site would involve asphalt demolition, site preparation, site grading, construction of the warehouse/office building, paving, and architectural coating. Construction activities would start in January 2016 and would take approximately 8 months. Up to 3,850 cubic yards of soil import are anticipated to be necessary during rough grading activity. Construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version 2013.2.2, based on the project's preliminary construction schedule and equipment list provided by the Applicant. Results of the construction emission modeling are shown in Table 2, *Maximum Daily Regional Construction Emissions*.

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Table 2 Maximum Daily Regional Construction Emissions

Source	Criteria Air Pollutants (lbs/day) ^{1,2}					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Demolition	1	12	7	<1	1	1
Site Preparation	5	61	37	<1	4	2
Rough Grading + Rough Grading Soil Haul	8	103	71	<1	7	4
Rough Grading + Utility Trenching	6	69	43	<1	4	3
Utility Trenching	<1	3	3	<1	<1	<1
Fine Grading	6	69	39	<1	4	3
Building Construction + Building Construction Concrete Haul	1	12	14	<1	2	1
Building Construction	1	8	9	<1	1	1
Architectural Coating	14	1	2	<1	<1	<1
Asphalt Paving	3	16	11	<1	1	1
Finishing/Landscaping	<1	<1	<1	<1	<1	<1
Maximum Daily Emissions	14	103	71	<1	7	4
SCAQMD Regional Threshold	75	100	550	150	150	55
Exceeds Regional Threshold?	No	Yes	No	No	No	No

Source: CalEEMod, version 2013.2.2

Notes: Totals may not equal 100 percent due to rounding. Bold: Exceeds threshold.

¹ The construction schedule is based on the preliminary information provided by the City. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

² Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

As shown in this table, except for NO_x, air pollutant emission generated from construction-related activities would be less than their respective SCAQMD regional significance thresholds. The highest NO_x emissions would occur during the overlapping rough grading and rough grading soil haul activities.

Table 3, *Maximum Daily Construction Regional Emissions: Mitigated (Option A)* and Table 4, *Maximum Daily Construction Regional Emissions: Mitigated (Option B)* show the emissions that would be generated with implementation of mitigation measures. Mitigation Measure AQ-1 Option A requires using construction equipment with Tier 4 engines during rough grading activity to reduce NO_x emissions generated by off-road equipment onsite. Mitigation Measure AQ-1 Option B limits the total overall daily haul truck miles traveled to 2,090 miles to reduce NO_x emissions generated by trucks traveling offsite. As shown in the tables, implementation of either Mitigation Measure AQ-1 Option A or Option B would reduce NO_x emissions to below the SCAQMD regional significance thresholds. Therefore, with incorporation of mitigation, impacts from project-related construction activities to the regional air quality would be less than significant.

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Table 3 Maximum Daily Regional Construction Emissions: Mitigated (Option A)

Source	Criteria Air Pollutants (lbs/day) ^{1,2,3}					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Demolition	1	12	7	<1	1	1
Site Preparation	5	61	37	<1	4	2
Rough Grading + Rough Grading Soil Haul	7	96	65	<1	6	4
Rough Grading + Rough Grading Soil Haul + Utility Trenching	8	99	68	<1	6	4
Rough Grading + Utility Trenching	6	69	43	<1	4	3
Utility Trenching	<1	3	3	<1	<1	<1
Fine Grading	6	69	39	<1	4	3
Building Construction + Building Construction Concrete Haul	1	12	14	<1	2	1
Building Construction	1	8	9	<1	1	1
Architectural Coating	14	1	2	<1	<1	<1
Asphalt Paving	3	16	11	<1	1	1
Finishing/Landscaping	<1	<1	<1	<1	<1	<1
Maximum Daily Emissions	14	99	68	<1	6	4
SCAQMD Regional Threshold	75	100	550	150	150	55
Exceeds Regional Threshold?	No	No	No	No	No	No

Source: CalEEMod, version 2013.2.2

Notes: Totals may not equal 100 percent due to rounding.

¹ The construction schedule is based on the preliminary information provided by the City. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

² Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

³ Incorporates Mitigation Measure AQ-1 Option A, which requires using construction equipment with Tier 4 engines during rough grading activity.

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Table 4 Maximum Daily Regional Construction Emissions: Mitigated (Option B)

Source	Criteria Air Pollutants (lbs/day) ^{1,2,3}					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Demolition	1	12	7	<1	1	1
Site Preparation	5	61	37	<1	4	2
Rough Grading + Rough Grading Soil Haul	3	43	62	<1	4	1
Rough Grading + Utility Trenching	1	8	34	<1	2	1
Utility Trenching	<1	3	3	<1	<1	<1
Fine Grading	6	69	39	<1	4	3
Building Construction + Building Construction Concrete Haul	1	12	14	<1	2	1
Building Construction	1	8	9	<1	1	1
Architectural Coating	14	1	2	<1	<1	<1
Asphalt Paving	3	16	11	<1	1	1
Finishing/Landscaping	<1	<1	<1	<1	<1	<1
Maximum Daily Emissions	14	69	62	<1	4	3
SCAQMD Regional Threshold	75	100	550	150	150	55
Exceeds Regional Threshold?	No	No	No	No	No	No

Source: CalEEMod, version 2013.2.2

Notes: Totals may not equal 100 percent due to rounding.

¹ The construction schedule is based on the preliminary information provided by the City. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

² Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

³ Incorporates Mitigation Measure AQ-1Option B, which limits the total overall daily haul truck miles traveled to 2,090 miles.

Long-Term Operation-Related Air Quality Impact

Long-term air pollutant emissions associated with the project would be generated by equipment used onsite and truck idling (area sources), natural gas used for heating (energy), and trips generated by the proposed manufacturing and warehousing building (transportation). Trip generation is based on the trip generation rates from the Institute of Transportation Engineers Trip Generation Manual (9th edition); fleet mix from the Fontana Truck Trip Generation Study (City of Fontana 2003); and truck trip length and passenger vehicle trip length for the City of Industry are based on the Southern California Association of Governments' (SCAG) Regional Transportation Plan (RTP) model (Iteris 2015). Regional daily criteria air pollutants generated by the project were modeled with CalEEMod and are shown in Table 5, *Maximum Daily Regional Operational Phase Emissions*. As shown in the table, air pollutant emissions generated from operation-related activities would be less than their respective SCAQMD regional significance threshold values. Long-term operation-related impacts to air quality would be less than significant and no mitigation measures are required.

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Table 5 Maximum Daily Regional Operational Phase Emissions

Source	Criteria Air Pollutants (lbs/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile Sources ¹	1	3	9	<1	2	<1
Offroad	<1	3	2	<1	<1	<1
Total Emissions	2	6	11	<1	2	1
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceeds Regional Threshold?	No	No	No	No	No	No

Source: CalEEMod Version 2013.2.2. Highest winter or summer emissions are reported. Totals may not total to 100 percent due to rounding.

Notes:

¹ CalEEMod assumes five minutes of idling per trip. Therefore, modeling assumes 10 minutes of idling per truck.

Mitigation Measure

AQ-1 The construction contractor(s) shall implement one of the following:

Option A: Use equipment that meets the United States Environmental Protection Agency (EPA)-Certified Tier 4 off-road emissions standards for off-road diesel-powered construction equipment greater than 50 horsepower during rough grading activity. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. Prior to rough grading, the project engineer shall ensure that all construction management and grading plans clearly show the requirement for EPA Tier 4 or higher emissions standards for construction equipment over 50 horsepower. During rough grading, the construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the Engineering Department Official or their designee. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449. Or,

Option B: Limit the daily amount of soil haul to a maximum of 110 truck trips per day if 14-cubic yard haul trucks are used, assuming a one-way haul distance of 19 miles (approximately 770 cubic yards of soil haul per day). If the one-way haul distance is greater than 19 miles, total overall daily haul truck miles traveled shall not exceed 2,090 miles. These requirements shall be noted on all construction management plans.

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)?

Less Than Significant Impact. The SoCAB is designated nonattainment for O₃ and PM_{2.5} under the California and National AAQS, nonattainment for PM₁₀ under the California AAQS, and nonattainment for lead under the National AAQS (CARB 2014a). According to SCAQMD methodology, any project that does not exceed or can be mitigated to less than the daily threshold values would not add significantly to a cumulative impact (SCAQMD 1993). With mitigation, construction and operational activities would not result

3. Environmental Analysis

in emissions in excess of SCAQMD's significant thresholds. Therefore, the project would not result in a cumulatively considerable net increase in criteria pollutants, and impacts would be less than significant. No mitigation measures are required.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The proposed project could expose sensitive receptors to elevated pollutant concentrations if it would cause or contribute significantly to elevated pollutant concentration levels. Unlike regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Construction LSTs

Localized significance thresholds (LSTs) are based on the California AAQS, which are the most stringent AAQS that have been established to provide a margin of safety in the protection of public health and welfare. They are designed to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. Construction LSTs are based on the size of the project site, distance to the nearest sensitive receptor, and Source Receptor Area. Receptors proximate to the proposed project site are the employees at the adjacent commercial/industrial land uses.

Air pollutant emissions generated by construction activities are anticipated to cause temporary increases in air pollutant concentrations. Table 6, *Localized Construction Emissions*, shows the maximum daily construction emissions (pounds per day) generated during onsite construction activities compared with the SCAQMD's LSTs. As shown in the table, construction activities would not exceed the LSTs. Therefore, localized impacts from construction would be less than significant, and no mitigation measures are required.

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Table 6 Localized Construction Emissions

Source	Pollutants(lbs/day) ^{1,2}			
	NO _x	CO	PM ₁₀	PM _{2.5}
Demolition	12	6	0.53	0.49
Utility Trenching	3	2	0.23	0.21
Building Construction + Building Construction Concrete Haul	6	5	0.47	0.43
Building Construction	6	5	0.47	0.43
Architectural Coating	1	1	0.05	0.04
Finishing/Landscaping	0	0	0	0
SCAQMD ≤1.00-acre LST	83	673	253.12	150.82
Exceeds LST?	No	No	No	No
Asphalt Paving	15	8	0.87	0.80
SCAQMD 1.50-acre LST	102	852	258.16	154.90
Exceeds LST?	No	No	No	No
Site Preparation	61	35	3.39	2.38
Rough Grading + Rough Grading Soil Haul	65	39	3.64	2.58
SCAQMD 3.50-acre LST	152	1,422	275.73	169.17
Exceeds LST?	No	No	No	No
Rough Grading + Utility Trenching	68	41	3.82	2.78
Fine Grading	68	37	3.86	2.63
SCAQMD 4.00-acre LST	162	1,553	279.91	172.56
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2013.2.2., and SCAQMD 2008.

Notes: In accordance with SCAQMD methodology, only onsite stationary sources and mobile equipment occurring on the proposed project site are included in the analysis. NO_x and CO construction LSTs are based on non-residential receptors within 82 feet (25 meters) in SRA 11. PM₁₀ and PM_{2.5} construction LSTs are based on residential receptors within 2,700 feet (823 meters) in SRA 11.

¹ The construction schedule is based on the preliminary information provided by the City. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

² Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186-compliant sweepers.

Operation LSTs

Land uses that have the potential to generate substantial stationary sources of emissions or would require a permit from SCAQMD include industrial land uses, such as chemical processing, and warehousing operations where substantial truck idling could occur onsite. Table 7, *Localized Onsite Operational Emissions*, shows localized maximum daily operational emissions. As shown in this table, maximum daily operational emissions would not exceed SCAQMD operational phase LSTs. Therefore, the project-related operational activities would not have the potential to expose sensitive receptors to substantial pollutant concentrations. Thus, localized impacts from operation would be less than significant and no mitigation measures are required.

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Table 7 Localized Onsite Operational Emissions

Source	Pollutants (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Area Sources ¹	<1	<1	<1	<1
Off-Road Sources ¹	3	2	<1	<1
Truck Idling ²	<1	<1	<1	<1
Maximum Daily Onsite Operation Emissions	3	2	<1	<1
SCAQMD LST	183	1,814	70	42
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2013.2.2., and SCAQMD, Localized Significance Methodology, 2006, October, Appendix A. Bold: Exceeds threshold.

Notes: In accordance with SCAQMD methodology, only onsite stationary sources and mobile equipment occurring on the proposed project site are included in the analysis. NO_x and CO operation LSTs are based on non-residential receptors within 82 feet (25 meters) of a 5-acre site in SRA 11. PM₁₀ and PM_{2.5} operation LSTs are based on residential receptors within 2,700 feet (823 meters) of a 5-acre site in SRA 11.

¹ Area and off-road sources based on CalEEMod Version 2013.2.2.

² Truck idling is based on EMFAC2014 idle emission rates for medium duty trucks (MDV), medium-heavy duty diesel instate trucks (T6 Instate Heavy), and heavy-heavy duty diesel tractor construction truck (T7 Tractor) for the buildout year (2016), and assumes 5 minutes of idling per trip (10 minutes of idling per truck), which is consistent with the default idling assumed in CalEEMod, Version 2013.2.2.

Carbon Monoxide Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

The SoCAB has been designated attainment under both the national and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact (BAAQMD 2011). The proposed project could generate up to 129 average daily trips. These trip generations are significantly less than the volumes cited above. Furthermore, the SoCAB has since been designated as attainment under both the national and California AAQS for CO. The project would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the project site. Localized air quality impacts related to mobile-source emissions would be less than significant and no mitigation measures are required.

Health Risk Assessment

SCAQMD currently does not require health risk assessments to be conducted for short-term emissions from construction equipment. Emissions from construction equipment primarily consist of diesel particulate matter (DPM). The Office of Environmental Health Hazards Assessment (OEHHA) adopted new guidance for the preparation of health risk assessments issued in March 2015. OEHHA has developed a cancer risk factor and non-cancer chronic reference exposure level for DPM, but these factors are based on continuous exposure over a 30-year time frame. While the exposure duration has changed from 70 years to 30 years for

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operational risk to residents; the risk is still averaged over a 70-year lifetime. No short-term acute exposure levels have been developed for DPM. The proposed project would be developed in approximately 8 months, which would limit the exposure to onsite and offsite receptors. SCAQMD currently does not require the evaluation of long-term excess cancer risk or chronic health impacts for a short-term project. In addition, construction activities would not exceed LST significance thresholds. For the reasons stated above, it is anticipated that construction emissions would not pose a threat to onsite and offsite receptors at or near the school, and project-related construction health impacts would be less than significant. No mitigation measures are required.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The proposed project would not result in objectionable odors. The threshold for odor is if a project creates an odor nuisance pursuant to SCAQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Warehousing operations would not result in the types of odors generated by the aforementioned land uses. Emissions from construction equipment, such as diesel exhaust and volatile organic compounds from architectural coatings and paving activities, may generate odors. However, these odors would be low in concentration, temporary, and not expected to affect a substantial number of people. Therefore, impacts associated with operation-construction-generated odors would be less than significant and no mitigation measures are required.

3.4 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 Game or US Fish and Wildlife Service?

No Impact. The site is a vacant paved parking lot. Plants observed on the site are typical of disturbed sites in urban southern California, and include tree tobacco, puncturevine, castor bean, horseweed, and grasses. There is no native habitat or habitat suitable for sensitive species on or near the site. Project development would not impact sensitive species and no mitigation is needed.

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- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?**

No Impact. Riparian habitats are those occurring along the banks of rivers and streams. The site is a vacant paved parking lot, and there is no riparian habitat or other sensitive natural community onsite. San Jose Creek, which contains riparian vegetation, passes about 500 feet northwest of the site. Project development would not impact San Jose Creek. No impact would occur and no mitigation is needed.

- 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?**

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. The project site is a paved parking lot. Project development would not impact wetlands protected under the Clean Water Act and no mitigation is required.

- 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?**

Less Than Significant Impact. The project site is a paved parking lot in an industrial area, and thus is not available for overland wildlife movement.

Trees and shrubs onsite could be used for nesting by migratory birds protected under the federal Migratory Bird Treaty Act (MBTA; United States Code, Title 16, §§ 703–712) and state law (California Fish and Game Code §§ 3503 et seq.). One option for compliance with the MBTA is to avoid disturbing such vegetation during the nesting season, February 15 to August 15. Construction would start in December 2015; thus, vegetation would be removed outside of the nesting season. Impacts would be less than significant and no mitigation is needed.

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

No Impact. The City of Industry has no ordinances protecting biological resources, and no impact would occur. No mitigation is required.

- 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?**

No Impact. The project site is not in or next to the plan area of a habitat conservation plan or natural community conservation plan. Two Significant Ecological Areas (SEAs) are designated by Los Angeles County near the project site. Development activities in the SEAs are reviewed closely in order to conserve fragile resources such as streams, oak woodlands, and threatened or endangered species and their habitat.

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- **Puente Hills SEA:** The nearest portion of the Puente Hills SEA to the site is about 0.4 mile to the west, across I-605, in the Whittier Narrows Recreation Area.
- **Rio Hondo College Wildlife Sanctuary SEA:** The Rio Hondo College Wildlife Sanctuary SEA is about 0.5 mile east of the site (DRP 2014).

Project development would not conflict with county policies pertaining to either of the aforementioned SEAs, and no impact would occur. No mitigation is needed.

3.5 CULTURAL RESOURCES

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

No Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally a resource is considered to be “historically significant” if it meets one of the following criteria:

- i) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- ii) Is associated with the lives of persons important in our past;
- iii) Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic values;
or
- iv) Has yielded, or may be likely to yield, information important in prehistory or history.

The project site has been developed as a parking lot since at least 1980; the westernmost part of the site has been developed as a parking lot since at least 1972. No structures are shown onsite in aerial photographs dated from 1948 to 2012. Aerial photographs from 1948 and 1954 appear to show agricultural use onsite. A 1964 aerial photograph shows Capitol Avenue; however, the site appears vacant (NETR 2015). Project development would not affect buildings, and no impact would occur. No mitigation is needed.

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

Less Than Significant Impact with Mitigation. Archaeological resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources. The site is in an area expected to be sensitive for buried prehistoric archaeological resources, as the site is about 0.6 mile from the San Gabriel River and is in the Whittier Narrows, a low gap between the Puente Hills to the east and the Montebello Hills to the east. Prehistoric archaeological resources could be buried in site soils, and project grading and construction activities could damage such resources. In the event that archaeological resources

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are unearthed during project grading and/or construction activities, ground disturbance must be stopped within the area of the discovery until the discovery can be evaluated by a qualified archaeologist. Impacts would be less than significant with mitigation.

CR-1 If buried archaeological resources are discovered during ground-disturbing activities, work shall stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if appropriate, collect the resource(s). Ground-disturbing activities may resume once the Planning Director or his/her designee is satisfied that adequate recovery efforts have taken place.

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

Less Than Significant Impact with Mitigation. The project site is flat and is about 225 to 230 feet above mean sea level; there are no unique geological features on or near the site.

Paleontological resources are fossils, that is, evidence of past life on earth; including bones, shells, leaves, tracks, burrows, and impressions. The site is underlain by young alluvial fan deposits of Holocene and late Pleistocene age (USGS 2005).³ There is some possibility that fossils could be present in site soils and thus could be damaged by project grading and/or construction activities. In the event that fossils are unearthed during project grading and/or construction activities, ground disturbance should be stopped in the area of the discovery until the resource can be evaluated by a qualified paleontologist. Impacts would be less than significant with mitigation.

Mitigation Measure

CR-2 If buried paleontological resources are discovered during ground-disturbing activities, work shall stop in that area and within 100 feet of the find until a qualified paleontologist can assess the significance of the find and, if appropriate, collect the resource(s). Ground-disturbing activities may resume once the Planning Director or his/her designee is satisfied that adequate recovery efforts have taken place.

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

Less Than Significant Impact. California Health and Safety Code Section 7050.5 requires that in the event that human remains are discovered within the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. The project would comply with existing law, and potential impacts to human remains would be less than significant.

³ The Holocene Epoch extends from the present to 11,700 years before present (ybp); the Pleistocene Epoch extends from about 2.6 million ypb to 11,700 ybp.

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e) Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?

Less than Significant Impact. Tribal cultural resources are defined in California Public Resources Code Section 21074 as:

- (a) (1) Sites, features, places, and objects with cultural value to descendant communities or cultural landscapes that are any of the following:
 - (A) Included in the California Register of Historical Resources.
 - (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
 - (C) Deemed to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1.
- (2) Sacred places, including, but not limited to, Native American sanctified cemeteries, places of worship, religious or ceremonial sites, or sacred shrines that meet either of the following criteria:
 - (A) Listed on the California Native American Heritage Commission's Sacred Lands File pursuant to Section 5097.94 or 5097.96 and a California Native American tribe has submitted sufficient evidence to the lead agency demonstrating that the sacred places are of special religious or cultural significance to the California Native American tribe or contain known graves and cemeteries of California Native Americans.
 - (B) Listed or determined pursuant to criteria set forth in subdivision (g) of Section 5024.1 to be eligible for listing in the California Register of Historical Resources.
 - (b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
 - (c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 also may be a tribal cultural resource if it conforms with the criteria of subdivision (a).

Two tribal representatives have requested that the City of Industry consult with them regarding development and redevelopment projects that could adversely affect tribal cultural resources:

- Joseph Ontiveros, Cultural Resource Director, Soboba Band of Luiseño Indians

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- Andrew Salas, Chairman, Gabrieleño Band of Mission Indians – Kizh Nation

The two aforementioned tribal representatives were notified of the proposed project by certified mail sent on October 6, 2015. Under California Public Resources Code Section 21080.3.1 a tribe must respond in writing to a notification within 30 days to begin consultation. No response was received by either representative during the 30-day period.

3.6 GEOLOGY AND SOILS

- a) **Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**
 - i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

Less Than Significant Impact. Inferred locations of two concealed faults are shown next to the site on a 2005 US Geological Survey geologic map: one fault is shown passing through the industrial use abutting the west side of the project site, and the second is shown beginning on the north side of Capitol Avenue opposite the site and extending northwestward away from the site. Whether the faults are active is not indicated (USGS 2005). The faults are not named, but are aligned with the Workman Hill Fault shown on a separate geologic map (Dibblee 1999). No ground rupture of the Workman Hill Fault was observed after the 1987 Whittier Narrows Earthquake (Weber 1987). No Alquist-Priolo Earthquake Fault Zone is designated along the Workman Hill Fault, and the nearest such zone to the site is along the East Montebello Fault about 2.2 miles to the northwest (CGS 1991). Project development would not subject people or structures to substantial hazards from surface rupture of a known active fault, and impacts would be less than significant. No mitigation is needed.

- ii) **Strong seismic ground shaking?**

Less Than Significant Impact. There are several active faults in the project region, including the aforementioned unnamed fault about 2.2 miles northwest of the site; the Whittier Fault about 4.4 miles to the southeast; the Raymond Fault approximately 10 miles to the north; the Newport-Inglewood Fault about 20 miles to the southwest; and the Chino Fault about 24 miles to the east (CGS 2013).

The Whittier Narrows Earthquake of 1987, which was of magnitude 5.9, occurred on a concealed thrust fault and was centered about 4.2 miles northwest of the project site. That earthquake caused eight fatalities and nearly \$360 million in property damage (SCEDC 2014).

Strong earthquakes occasionally occur in the project region—for instance, the Northridge Earthquake of 1994, the San Fernando Earthquake of 1971, and the Long Beach Earthquake of 1933. Strong ground shaking is likely to occur within the design lifetime of the proposed building.

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Structures for human occupancy must be designed to meet or exceed 2013 California Building Code (CBC; California Code of Regulations Title 24 Part 2) standards for earthquake resistance. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground motion with specified probability of occurring at the site. The geotechnical investigation for the project would calculate seismic design parameters, pursuant to CBC requirements, that must be used in the design of the proposed building. Impacts would be less than significant and no mitigation is required.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction refers to loose, saturated sand or silt deposits that behave as a liquid and lose their load-supporting capability when strongly shaken. Loose granular soils and silts that are saturated by relatively shallow groundwater are susceptible to liquefaction. The project site is in a zone of required investigation for liquefaction designated by the California Geological Survey (CGS 1999). The project geotechnical investigation is required to assess liquefaction potential onsite and provide recommendations as needed to minimize hazards from liquefaction. Impacts would be less than significant and no mitigation is necessary.

iv) Landslides?

No Impact. The site is flat; there are no slopes on or next to the site on which project development could generate a landslide. No impact would occur and no mitigation is needed.

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

Less Than Significant Impact. Project development would involve grading and construction activities that would temporarily leave disturbed soil vulnerable to erosion if effective erosion control measures were not used. Construction of the proposed project would be required to comply with best management practices (BMPs) that reduce or eliminate soil erosion from construction sites. Common means of soil erosion from construction sites include water, wind, and being tracked offsite by vehicles. Compliance with these BMPs is required by the federal Clean Water Act, and, within the City of Industry, is administered by the City. With compliance with existing regulations governing erosion from construction sites, the project would have less than significant impacts on soil erosion, and no mitigation measures are necessary.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. Project development would not cause a landslide hazard. Liquefaction hazards would be less than significant after implementation of recommendations in the project geotechnical report.

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Lateral Spreading

Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The project geotechnical investigation would assess the potential for lateral spreading in site soils and provide recommendations as needed to minimize hazards to people and structures from lateral spreading. Impacts would be less than significant.

Ground Subsidence

The major cause of ground subsidence is withdrawal of groundwater. The project site is above the Main San Gabriel Groundwater Basin. The Main San Gabriel Watermaster manages the withdrawal and replenishment of water supplies in the Basin. The Watermaster also establishes the annual Safe Operating Yield, that is, the maximum amount of groundwater that can be pumped without overdrafting the Basin (Main San Gabriel Basin Watermaster 2015). Project development would not subject people or structures to substantial hazards arising from ground subsidence, and impacts would be less than significant.

Collapsible Soils

Collapsible soils shrink upon being wetted and/or subject to a load. Geotechnical investigations usually recommend removal of the top few feet of native soils and replacement with engineered compacted and moistened soils. Project grading and construction would comply with recommendations of the geotechnical investigation. Project development would not create substantial hazards arising from collapsible soils, and impacts would be less than significant. No mitigation is needed.

d) 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?

Less Than Significant Impact. Expansive soils shrink or swell as the moisture content decreases or increases; the shrinking or swelling can shift, crack, or break structures built on such soils. The project geotechnical investigation would test samples of subsurface site soils for expansion potential. If soils are determined to be expansive, the geotechnical investigation report will provide recommendations to minimize hazards from expansive soils. Project development would not subject people or structures to substantial hazards from expansive soils, and impacts would be less than significant. No mitigation is required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. Project development would include installation of sewer laterals, and the project would not use alternative wastewater disposal systems. No impact would occur. No mitigation is needed.

3.7 GREENHOUSE GAS EMISSIONS

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gases (GHGs), into the atmosphere. The primary source of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO₂), methane (CH₄), and ozone (O₃)—that are

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the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydro fluorocarbons, per fluorocarbons, and chlorofluorocarbons.^{4, 5}

This section analyzes the project's contribution to global climate change impacts in California through an analysis of project-related GHG emissions. Information on manufacture of cement, steel, and other "life cycle" emissions that would occur as a result of the project are not applicable and are not included in the analysis.⁶ A background discussion on the GHG regulatory setting and GHG modeling can be found in Appendix A to this Initial Study.

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

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

Less Than Significant Impact. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

The proposed project would generate GHG emissions from vehicle trips generated by the project, energy use (indirectly from purchased electricity use and directly through fuel consumed for building heating) and area sources (e.g., equipment used on-site, truck idling, consumer products, coatings), water/wastewater generation, and waste disposal. Annual GHG emissions were calculated for construction and operation of the project. Annual average construction emissions were amortized over 30 years and included in the emissions inventory to account for GHG emissions from the construction phase of the project. Project-related GHG emissions are shown in Table 8, *Project-Related GHG Emissions*. As shown in the table, the proposed project at buildout would generate 461 metric tons of carbon dioxide–equivalent (MTCO_{2e}) emissions annually. Because the GHG emissions associated with the project would not exceed the SCAQMD bright-line

⁴ Water vapor (H₂O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

⁵ Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of PM emitted from burning fuels. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities (CARB 2014b). However, state and national GHG inventories do not yet include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

⁶ Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (see Final Statement of Reasons for Regulatory Action, December 2009). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (OPR 2008).

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threshold, the proposed project’s cumulative contribution to GHG emissions is less than significant. No mitigation is required.

Table 8 Project-Related GHG Emissions

Source	MTCO _{2e} /year ¹	Percent of Project Total
Area	<1	<1%
Energy	50	11%
Mobile ²	338	72%
Offroad	28	6%
Water	38	9%
Solid Waste	2	<1%
Amortized Construction Emissions ³	5	1%
Total Emissions	461	100%
SCAQMD’s Bright-Line Threshold	3,000	NA
Exceeds Bright-Line Threshold	No	NA

Source: CalEEMod Version 2013.2.2.

MTCO_{2e}: metric tons of carbon-dioxide equivalent

Note: Percent changes from each source may not total to 100 percent due to rounding.

¹ Assumes implementation of the 2013 California Green Building Standards Code (CALGreen) and 2016 Building and Energy Efficiency Standards. The 2016 Building and Energy Efficiency Standards are 33.5 percent more energy efficient than the 2008 Standards for non-residential buildings. Modeling assumes all structures onsite would be 33.5 percent more energy efficient than the 2008 building code for non-residential structures.

² CalEEMod assumes five minutes of idling per trip. Therefore, modeling assumes 10 minutes of idling per truck.

³ Construction emissions are amortized over a 30-year project lifetime per recommended SCAQMD methodology.

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

Less Than Significant Impact. The California Air Resources Board’s (CARB’s) Scoping Plan is California’s GHG reduction strategy to achieve the state’s GHG emissions reduction target established by Assembly Bill (AB) 32, which is to return to 1990 emission levels by year 2020. To estimate the reductions necessary, CARB projected statewide 2020 business-as-usual (BAU) GHG emissions and identified that the state as a whole would need to reduce GHG emissions by 28.5 percent from year 2020 BAU to achieve the target of AB 32 (CARB 2008). The GHG emissions forecast was updated as part of the First Update to the Scoping Plan. In the First Update to the Scoping Plan, CARB projected that statewide BAU emissions in 2020 would be approximately 509 million MTCO_{2e}.⁷ Therefore, to achieve the AB 32 target of 431 million MTCO_{2e} (i.e. 1990 emissions levels) by 2020, the state would need to reduce emissions by 78 million MTCO_{2e} compared to BAU conditions, a reduction of 15.3 percent from BAU in 2020 (CARB 2014).^{8,9}

⁷ The BAU forecast includes GHG reductions from Pavley and the 33% Renewable Portfolio Standard (RPS).

⁸ If the GHG emissions reductions from Pavley I and the Renewable Electricity Standard are accounted for as part of the BAU scenario (30 million MTCO_{2e} total), then the State would need to reduce emissions by 108 million MTCO_{2e}, which is a 20-percent reduction from BAU.

⁹ In May 2014, CARB completed a five year update to the 2008 Scoping Plan. CARB recalculated the 1990 GHG emission levels with the updated global warming potential (GWP) in the Intergovernmental Panel on Climate Change’s Fourth Assessment Report, and the 427 MMTCO_{2e} 1990 emissions level and 2020 GHG emissions limit, established in response to AB 32, is slightly higher, at 431 MMTCO_{2e} (CARB 2014c)

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Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard (LCFS), California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the Corporate Average Fuel Economy (CAFE) standards, and other early action measures as necessary to ensure the state is on target to achieve the GHG emissions reduction goals of AB 32. In addition, new buildings are required to comply with the 2016 Building and Energy Efficiency Standards (or future cycle update) and California Green Building Code (CALGreen). The project's GHG emissions would be reduced from compliance with statewide measures that have been adopted since AB 32 was adopted.

In addition to AB 32, 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 Southern California Association of Governments (SCAG) region, the SCS was adopted in April 2012 (SCAG 2012). The SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers. The proposed warehouse/office building is a permitted use under the Industrial general plan designation; hence, it is consistent with the underlying General Plan land use designation and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). No impact would occur and no mitigation measures are required.

3.8 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?**

Less Than Significant Impact.

Construction

The construction of the proposed warehouse building would require fuels, lubricating fluids, solvents, or other substances. However, activities using these substances would be of short duration. The use, transport, storage, and disposal of these substances comply with existing regulations established by several agencies, including the Department of Toxic Substances Control, the EPA, the US Department of Transportation, the Occupational Safety & Health Administration, and the Los Angeles County Fire Department.¹⁰

Operation

The proposed building is a warehouse intended for manufacturing and/or warehousing uses. Project operation use would involve transport, use, and disposal of hazardous materials; the specific substances and quantities of such materials are presently unknown. The use, transport, and disposal of such materials would be required to comply with the regulations described above. Impacts would be less than significant and no mitigation is required.

¹⁰ The Los Angeles County Fire Department is the Certified Unified Program Agency (CUPA) for the City of Industry. The Certified Unified Program coordinates and makes consistent enforcement of several state and federal regulations governing hazardous materials.

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- b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

Less Than Significant Impact.

Existing Hazardous Materials Onsite

The project site was not listed as a hazardous materials site on any of four regulatory databases searched on August 31, 2015: GeoTracker (State Water Resources Control Board); EnviroStor (Department of Toxic Substances Control); EnviroMapper (US Environmental Protection Agency); and Solid Waste Information System (SWIS, California Department of Resources Recovery and Recycling).

Hazardous Materials to be Used in Project Construction and Operation

Existing regulations require that prospective building occupants maintain equipment and supplies for containing and cleaning up minor spills of hazardous materials; train staff on such containment and cleanup; and notify appropriate emergency response agencies immediately in the event of a hazardous materials release of greater quantity and/or hazard than onsite staff can safely stop, contain, and clean up. Impacts would be less than significant and no mitigation is needed.

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

No Impact. The nearest school to the project site is South El Monte High School about 0.9 mile to the north. Project development would not involve emission or handling of hazardous materials or hazardous wastes within 0.25 mile of a school, and no impact would occur. No mitigation is required.

- 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?**

Less Than Significant Impact. California Government Code Section 65962.5 requires that lists be compiled for the following types of hazardous materials sites: hazardous waste facilities subject to corrective action; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated.

The following four environmental databases were searched for listings on and within 0.25 mile of the project site on August 31, 2015:

- GeoTracker, State Water Resources Control Board
- EnviroStor, Department of Toxic Substances Control
- EnviroMapper, US Environmental Protection Agency
- Solid Waste Information System (SWIS), California Department of Resources Recovery and Recycling

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No listings on the project site were found. Three of the databases, GeoTracker, EnviroMapper, and SWIS, included listings within 0.25 mile of the project site, described in Table 9.

No hazardous materials sites of types specified in Government Code Section 65962.5 were identified on the project site. However, three LUST sites were identified next to the project site: one abutting the west site boundary, and two north opposite Capitol Avenue. All three LUST cases have been closed. Project development would not create a substantial hazard to the public or the environment arising from listed hazardous materials sites, and impacts would be less than significant. No mitigation is needed.

Table 9 Environmental Database Listings within 0.25 Mile of the Project Site

Site Name Address Distance from Project Site	Database and Type of Site	Reason for Listing and Regulatory Status
Genuine Parts Distributors 3737 Capitol Avenue Opposite Capitol Avenue	GeoTracker Permitted Underground Storage Tank (UST)	
Tomadur Engine Company 3737 Capitol Avenue Opposite Capitol Avenue	GeoTracker Leaking Underground Storage Tank (LUST)	Gasoline release affected drinking water aquifer. Case closed 2005.
	EnviroMapper Small Quantity Generator of Hazardous Wastes (SQG)	
Moore Business Forms 3730 Capitol Ave Abuts West Site Boundary	GeoTracker LUST	Gasoline release affected soil; case closed 1995.
	GeoTracker LUST	Gasoline release affected soil; case closed 2005.
AFP Metal Products 3730 Capitol Ave Abuts West Site Boundary	EnviroMapper SQG	
Kelly Paper 3920 Capitol Ave 0.25 mile west	EnviroMapper SQG	
FedEx Ground 3629 Workman Mill Road 0.2 mile south	EnviroMapper SQG	
Rose Hills Landfill 3888 Workman Mill Road 0.25 mile southwest	Solid Waste Information System Historic landfill	Closed 1970

Sources: State Water Resources Control Board [GeoTracker] 2015a.
US Environmental Protection Agency [EnviroMapper] 2015.
California Department of Resources Recovery and Recycling [Solid Waste Information System] 2015.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles or a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

No Impact. The nearest public-use airport to the site is the San Gabriel Valley Airport—called the El Monte Airport until 2014—four miles to the north. The project site is outside of areas around the airport where

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land uses are regulated to minimize hazards from aircraft crashes to persons on the ground (LACALUC 2003). Project development would not cause a hazard to people working onsite related to aircraft approaching or departing San Gabriel Valley Airport, and no impact would occur. No mitigation is needed.

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?

No Impact. The nearest heliport to the project site is the SCE Rosemead Heliport in the City of Rosemead, about three miles to the northwest. Over congested areas, helicopters must maintain an altitude of at least 1,000 feet above the highest obstacle within 2,000 feet, except as needed for takeoff and landing (Code of Federal Regulations Title 14 § 91.119). Project development would not cause a substantial hazard to persons working onsite arising from helicopters approaching or departing the Los Altos Heliport. No impact would occur and no mitigation is required.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The emergency response plan in effect in Los Angeles County is the Los Angeles County Operational Area Emergency Response Plan (OAERP) maintained by the County Office of Emergency Management and approved by the County Board of Supervisors in 2012. Project construction and operation would not block access to the project site or to surrounding properties, and would not interfere with the duties of emergency response officials. Project development would not interfere with implementation of the OAERP, and no impact would occur. No mitigation is required.

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?

Less Than Significant Impact. The project site and surroundings are in a built-out urban area, and the nearest Very High Fire Hazard Severity Zone to the site mapped by the California Department of Forestry and Fire Prevention is about 0.5 mile to the east and on the north side of the Rio Hondo College campus (CAL FIRE 2011). Project development would not subject people or structures to substantial wildfire hazards, and impacts would be less than significant. No mitigation is needed.

3.9 HYDROLOGY AND WATER QUALITY

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact.

Construction

Construction projects of one acre or more are regulated under the Statewide General Construction Permit, Order No. 2012-0006-DWQ, issued by the State Water Resources Control Board (SWRCB) in 2012. Projects obtain coverage by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) estimating sediment risk from construction activities to receiving waters, and specifying best management

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practices (BMPs) that would be used by the project to minimize pollution of stormwater. Categories of BMPs used in SWPPPs are described in Table 10.

Table 10 Construction BMPs

Category	Purpose	Examples
Erosion Controls and Wind Erosion Controls	Cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind	Mulch, geotextiles, mats, hydroseeding, earth dikes, swales
Sediment Controls	Filter out soil particles that have been detached and transported in water.	Barriers such as straw bales, sandbags, fiber rolls, and gravel bag berms; desilting basin; cleaning measures such as street sweeping
Tracking Controls	Minimize the tracking of soil offsite by vehicles	Stabilized construction roadways and construction entrances/exits; entrance/outlet tire wash.
Non-Storm Water Management Controls	Prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Conduct various construction operations, including paving, grinding, and concrete curing and finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges.	BMPs specifying methods for: paving and grinding operations; cleaning, fueling, and maintenance of vehicles and equipment; concrete curing; concrete finishing.
Waste Management and Controls (i.e., good housekeeping practices)	Management of materials and wastes to avoid contamination of stormwater.	Spill prevention and control, stockpile management, and management of solid wastes and hazardous wastes.

Source: CASQA 2003.

Operation

The project will comply with Chapter 13.16 (Stormwater and Urban Runoff Pollution Control) of the City's Municipal Code, which was adopted to protect water quality and water supply by employing watershed-based approaches that attempt to balance environmental, social and economic considerations. Low-impact development (LID) is a decentralized approach to stormwater management that works to mimic the natural hydrology of the site by retaining precipitation onsite to the maximum extent practicable. Stormwater quality control measures that incorporate LID principles are placed throughout the site in small, discrete units and distributed near the source of impacts. LID strategies are designed to protect surface and groundwater quality, maintain the integrity of ecosystems, and preserve the physical integrity of receiving waters by managing stormwater runoff at or close to the source.

The purpose of LID is to reduce the peak discharge rate, volume, and duration of flow through the use of site design and stormwater quality control measures. The benefits of reduced stormwater runoff volume include reduced pollutant loadings and increased groundwater recharge and evapotranspiration rates.

The project would include the following water quality measures:

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- Biofiltration in the planters next to Capitol Avenue. Biofiltration uses soil and plant-based filtration devices that remove pollutants through a variety of physical, biological, and chemical treatment processes. These facilities normally consist of a grass buffer strip, sand bed, ponding area, organic layer or mulch layer, planting soil, and plants.
- Retention under the biofiltration facilities, extending under the parking lot if required, up to six inches under the parking lot surface, size to be determined. The required stormwater retention volume is 14,500 cubic feet (cf); the required LID treatment volume is 1,220 cf.
- BioClean catch basin filter insert.

The project would comply with water quality standards, and impacts would be less than significant. No mitigation is needed.

- 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 pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?**

Less Than Significant Impact. The project site is a paved parking lot and is not used for groundwater recharge. The San Gabriel Valley Water Company (SGVWC) would provide water to the proposed project. The SGVWC estimated that in 2015 all of its potable water would be groundwater from the Main San Gabriel Valley Basin and the Central Subbasin of the Coastal Plain of the Los Angeles Groundwater Basin. The SGVWC projects that it will have adequate water supplies to meet water demands in its service area through 2035 (Stetson 2011). Groundwater levels in the Basin are maintained by the Main San Gabriel Basin Watermaster. Impacts would be less than significant and no mitigation is necessary.

- 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 a substantial erosion or siltation on- or off-site.**

Less Than Significant Impact. The drainage pattern onsite is north to Capitol Avenue via surface flow and two surface drains. Drainage flows in curb and gutter west on Capitol Avenue, then north on Mission Mill Road, and then enters a storm drain discharging into San Jose Creek next to the north side of Mission Mill Road. San Jose Creek discharges into the San Gabriel River about 0.8 mile to the west (LACDPW 2015). Upon project completion, drainage onsite would flow to Capitol Avenue, as it does now. At project completion, the entire site would be developed with impervious areas and landscaping, and in post-project conditions the project would not generate substantial erosion. During project construction the project would implement BMPs to minimize erosion, as described above in Section 3.9.a. Impacts would be less than significant and no mitigation is required.

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- 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?**

Less Than Significant Impact. Project development would include installation of landscaping on 8,678 square feet, or 12 percent, of the project site. The percentage of the site that would be impervious would be similar to existing conditions. Project development would not substantially increase the proportion of the site that would be impervious and would not considerably increase the runoff rate from the site. Development of the project would not cause flooding on- or off-site, and impacts would be less than significant.

- e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?**

Less Than Significant Impact. The direction of drainage flow on and immediately downstream of the site at project completion would be similar to existing conditions. Project development would not exceed the capacity of existing storm drains in roadways near the project, and impacts would be less than significant. No mitigation is needed.

- f) Otherwise substantially degrade water quality?**

Less Than Significant Impact. The project would comply with water quality requirements in the Statewide General Construction Permit and in the Low-Impact Development Standards Manual, as substantiated above in Section 3.9.a. Impacts would be less than significant and no mitigation is needed.

- 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?**

No Impact. The project site is in Flood Hazard Zone X, indicating that it is outside of 100-year and 500-year flood zones (FEMA 2015). The project would not develop housing. No impact would occur.

- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?**

No Impact. The project is outside of 100-year and 500-year flood zones, and no impact would occur.

- 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?**

No Impact. The project site is outside of the dam inundation area of Whittier Narrows Dam, which is west of the project site across I-605, and the Santa Fe Dam, which is on the San Gabriel River about 7.4 miles to the northeast (Corps 1985). The site is not mapped as protected from 100-year floods by levees. No impact would occur.

- j) Inundation by seiche, tsunami, or mudflow?**

No Impact.

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Seiche

A seiche is a surface wave created when an inland water body is shaken, usually by an earthquake. The nearest inland body of water to the project site is part of the Whittier Narrows flood control basin one mile to the northeast and opposite the Whittier Narrows Dam from the project site. Project development would not cause a flood hazard due to a seiche.

Tsunami

A tsunami is a sea wave caused by a sudden displacement of the ocean floor, most often due to earthquakes. The project site is about 19 miles inland from the Pacific Ocean and at an elevation of about 225 feet above mean sea level; therefore, there is no tsunami flood risk at the site.

Mudflow

A mudflow is a landslide composed of saturated rock debris and soil with a consistency of wet cement. There are no slopes on or near the site capable of generating a mudflow, because the nearest substantial slopes to the site are developed as Rose Hills Memorial Park and Rio Hondo College. Project development would not subject people or structures to flood risks due to mudflows, and no impact would occur.

3.10 LAND USE AND PLANNING

a) Physically divide an established community?

No Impact. The project site is in a built-out industrial area, and the nearest residential uses to the site are about 0.5 mile to the south. Project development would not impact residential communities.

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?

No Impact. The project site is zoned for industrial (I) use, and the City of Industry General Plan land use designation for the site is Employment. The proposed warehouse/industrial use is permitted by the existing zoning and General Plan designations for the site, and no conflict would occur.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The project site is outside of the plan areas of any habitat conservation plan or natural community conservation plan. The nearest Significant Ecological Area (SEA) to the project site designated by Los Angeles County is the Puente Hills SEA in Whittier Narrows Recreation Area, about 0.4 mile to the west. Project development would not conflict with a habitat conservation plan or natural community conservation plan, and no impact would occur.

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3.11 MINERAL RESOURCES

a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?

No Impact. The project site is not mapped by the California Geological Survey as an area where significant Portland-cement concrete grade aggregate resources are present (CGS 2010). In addition, the site is unavailable for mining due to its small size—1.66 acres (net)—and being surrounded by built-out industrial uses. Project development would not cause a loss of availability of mineral resources valuable to the region, and no impact would occur.

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?

No Impact. No mining sites are designated in the City of Industry General Plan. The nearest mine to the site mapped on the Mines Online website is over seven miles away. Project development would not impact availability of mining sites.

3.12 NOISE

A background discussion regarding the fundamentals of noise and vibration, along with the regulatory setting for noise impacts used for this Initial Study is presented in Appendix B.

Regulatory Framework

The proposed project site is located at 3718 Capitol Avenue in the City of Industry and is in proximity to areas to the north and south that are within unincorporated Los Angeles County. The pertinent regulations regarding noise and vibration are discussed below.

City of Industry Standards

Industry Noise Standards

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the City of Industry addresses public nuisances under Chapter 1.30 (Public Nuisance) of the City's Municipal Code. The City of Industry has not adopted long-term noise and vibration criteria for land use compatibility consideration, but uses the County of Los Angeles Noise Ordinance and Community Noise Guidelines for environmental noise assessments, which is included by reference in the City of Industry Municipal Code. For the purpose of CEQA analysis for projects in the City, the noise standards in the county's noise ordinance (discussed below) are used as significance thresholds.

Industry Vibration Standards

The City of Industry does not have regulatory standards for construction or operational vibration sources. To evaluate project impacts for CEQA analyses, the City relies on the Los Angeles County Municipal Code (discussed below) to address vibration impacts from the operation of equipment to adjacent uses.

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County of Los Angeles Code

The County of Los Angeles regulates noise through the County Code, Title 12, Chapter 12.08 (Noise Control). Pursuant to the County Code, the county restricts noise levels generated at a property from exceeding certain noise levels for extended periods of time.

County Exterior Noise Standards

The county applies the Noise Control Ordinance standards summarized in Table 11 to non-transportation fans, blowers, pumps, turbines, saws, engines, and similar types of machinery. These standards do not gauge the compatibility of developments in the noise environment, but provide restrictions on the amount and duration of noise generated at a property, as measured at the property line of the noise receptor. The county's noise ordinance is designed to protect people from objectionable non-transportation noise sources such as music, construction activity, machinery, pumps, and air conditioners. The noise standards in Table 11, *County of Los Angeles Exterior Noise Standards*, apply to all property within a designated noise zone unless otherwise indicated.

Table 11 County of Los Angeles Exterior Noise Standards

Noise Zone	Time Period	Maximum Permissible Noise Level (dBA) ^{1,2}				
		Standard 1 (L ₅₀)	Standard 2 (L ₂₅)	Standard 3 (L ₈)	Standard 4 (L ₂)	Standard 5 (L _{max})
Noise-Sensitive Area	Anytime	45	50	55	60	65
Residential Properties	10 PM to 7 AM	45	50	55	60	65
	7 AM to 10 PM	50	55	60	65	70
Commercial Properties	10 PM to 7 AM	55	60	65	70	75
	7 AM to 10 PM	60	65	70	75	80
Industrial Properties	Anytime	70	75	80	85	90

Source: County of Los Angeles Municipal Code, Section 12.08.390.

¹ According to Section 12.08.390, if the ambient noise levels exceed the exterior noise standards above, then the ambient noise level becomes the noise standard. If the source of noise emits a pure tone or impulsive noise, the exterior noise levels limits shall be reduced by five decibels.

² If the measurement location is on a boundary property between two different zones, the noise limit shall be the arithmetic mean of the maximum permissible noise level limits of the subject zones; except when an intruding noise source originates on an industrial property and is impacting another noise zone, the applicable exterior noise level shall be the daytime exterior noise level for the subject receptor property.

- Standard 1 is the exterior noise level that may not be exceeded for a cumulative period of more than 30 minutes in any hour. Standard 1 is the applicable L₅₀ noise level shown in the table, or if the ambient L₅₀ exceeds that level, the ambient L₅₀ becomes the exterior noise level for Standard 1.
- Standard 2 is the exterior noise level that may not be exceeded for a cumulative period of more than 15 minutes in any hour. Standard 2 is the applicable L₅₀ noise level plus 5dB; if the ambient L₂₅ exceeds this level, the ambient L₂₅ becomes the exterior noise level for Standard 2.

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- Standard 3 is the exterior noise level that may not be exceeded for a cumulative period of more than five minutes in any hour. Standard 3 is the applicable L_{50} noise level plus 10dB; if the ambient L_8 exceeds this level, the ambient L_8 becomes the exterior noise level for Standard 3.
- Standard 4 is the exterior noise level that may not be exceeded for a cumulative period of more than one minute in any hour. Standard 4 is the applicable L_{50} noise level plus 15dB; if the ambient L_2 exceeds this level, the ambient L_2 becomes the exterior noise level for Standard 4.
- Standard 5 is the exterior noise level that may not be exceeded for any period of time. Standard 5 is the applicable L_{50} noise level plus 20dB; if the ambient L_0 exceeds this level, the ambient L_{max} becomes the exterior noise level for Standard 5.

County Construction Noise Standards

The county prohibits the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between weekday hours of 7 PM and 7 AM, or at any time on Sundays or holidays, such that the sound therefrom creates a noise disturbance across a residential or commercial real-property line, except for emergency work of public service utilities or by variance. The county also sets maximum noise levels not to exceed the following maximum noise levels from mobile equipment (non-scheduled, intermittent, short-term operations for less than 30 days), as summarized in Table 12, *County of Los Angeles Mobile Construction Equipment Noise Limits*.

Table 12 County of Los Angeles Mobile Construction Equipment Noise Limits

	Single-Family Residential	Multi-Family Residential	Semi-Residential/ Commercial
Daily, except Sundays and legal holidays, 7 AM to 8 PM	75 dBA	80 dBA	85 dBA
Daily 8 PM to 7 AM, and all day Sunday and legal holidays	60 dBA	64 dBA	70 dBA

Source: County of Los Angeles Municipal Code, Section 12.08.440. For nonscheduled, intermittent, short-term operations for less than 30 days.

Maximum noise levels from stationary equipment (repetitively scheduled and relatively long-term operations of ten days or more) are summarized in Table 13, *County of Los Angeles Stationary Construction Equipment Noise Limits*.

Table 13 County of Los Angeles Stationary Construction Equipment Noise Limits

	Single-Family Residential	Multi-Family Residential	Semi-residential/ Commercial
Daily, except Sundays and legal holidays, 7 AM to 8 PM	60 dBA	65 dBA	70 dBA
Daily 8 PM to 7 AM, and all day Sunday and legal holidays	50 dBA	55 dBA	60 dBA

Source: County of Los Angeles Municipal Code, Section 12.08.440. For repetitively scheduled and relatively long-term operations of ten days or more.

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County Vibration Standards

The County of Los Angeles Municipal Code, Section 12.08.560, prohibits the operation of any device that creates vibration that is above 0.01 inches/second (in/sec) at or beyond the property boundary of the source, if on private property, or at 150 feet from the source if on a public space or public right-of-way. This criterion will be utilized to evaluate vibration-annoyance impacts from industrial uses to nearby sensitive receptors.

Pertinent Federal Standards

Federal Vibration Standards

The United States Department of Transportation, through the Federal Transit Administration (FTA), provides criteria for acceptable levels of groundborne vibration for various types of special buildings that are sensitive to vibration. FTA provides criteria to evaluate potential structural damage associated with vibration, and these FTA criteria are used in this analysis.

Structures amplify groundborne vibration, and wood-frame buildings—such as typical residential structures—are more affected by ground vibration than heavier buildings. The level at which groundborne vibration is strong enough to cause architectural damage has not been determined conclusively. However, the most conservative estimate is a peak particle velocity (PPV) of 0.2 in/sec to cause architectural damage at residential structures, and 0.5 in/sec for steel-reinforced concrete buildings.

Existing Noise Environment

The project site is currently developed as a surface parking lot and is on the southeast side of Capitol Avenue near its terminus in the City of Industry, County of Los Angeles. The surrounding area contains primarily warehouses, manufacturing facilities, and various commercial/light industrial businesses (see Figure 3, *Aerial Photograph*).

The major sources of noise in the vicinity of the project site are vehicular traffic on Interstate 605 (approximately 800 feet to the northwest), Capitol Avenue, and Workman Mill Road/Peck Road, as well as rail traffic on the adjacent UPRR Los Angeles Subdivision Line. The UPRR line is a major freight, double-track line that begins at the Los Angeles/Long Beach ports, traverses several cities (including the City of Industry), and continues to the City of Pomona. Beside the numerous freight trains, the Southern California Regional Rail Authority (SCRRA) currently operates the Riverside Line, running 12 daily passenger diesel-locomotive commuter (Metrolink) trains per weekday along the UPRR Los Angeles Subdivision Line. According to the City of Industry General Plan EIR (City of Industry 2014), the ambient noise environment for the project site area is 70 dBA CNEL.

The nearest noise-sensitive receptors are all within unincorporated Los Angeles County and include residential land uses, an elementary school, and a community college. The nearest is Rio Hondo Community College, with classroom buildings approximately 1,900 feet southeast of the project site (with the rail line, several commercial/warehousing buildings, and Workman Mill Road in between). Approximately 2,200 feet to the south is Mill Elementary School (also across the rail line, commercial/warehousing buildings, and Workman Mill Road). The nearest residences are the multifamily residences south of Mill Elementary school

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at the intersection of Workman Mill Road and Mission Mill Road, approximately 2,500 feet from the project site. All these receptors are exposed to noise from the surrounding commercial/industrial uses, nearby traffic noise along Workman Mill Road/Peck Road, distant traffic noise generated along Interstate 605, and noise generated from trains traveling on the UPRR rail line.

Noise Impact Assessment

The generation of noise and vibration associated with the proposed project would occur over the short-term for site construction activities. In addition, noise would result from the long-term operation of the project. Both short-term and long-term noise impacts associated with the project are examined in the following analyses that correspond to the CEQA Guidelines.

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?

Less than Significant Impact. An impact could be significant if the project would site a sensitive land use in a location where noise levels would exceed the appropriate standards. Regarding land use compatibility, the City of Industry Safety Element sets as a goal a community noise equivalent level (CNEL) of up to 75 decibels on the A-weighted scale (dBA) as “normally acceptable” and up to 80 dBA CNEL as “conditionally acceptable” for industrial land uses, including the proposed project site.¹¹

Regarding noise intrusions, the County of Los Angeles Noise Ordinance (Section 12.08) establishes that the impact would be significant if project-related stationary noise exceeded any of the following for residential receptor properties:

- 45 dBA between the hours of 10:00 PM and 7:00 AM and 50 dBA between the hours of 7:00 AM to 10:00 PM for a cumulative period of more than 30 minutes in any hour (i.e., the L₅₀ noise level metric).
- 50 dBA between the hours of 10:00 PM and 7:00 AM and 55 dBA between the hours of 7:00 AM to 10:00 PM for a cumulative period of more than 15 minutes in any hour (i.e., the L₂₅ noise level metric).
- 55 dBA between the hours of 10:00 PM and 7:00 AM and 60 dBA between the hours of 7:00 AM to 10:00 PM for a cumulative period of more than 5 minutes in any hour (i.e., the L₀₈ noise level metric).
- 60 dBA between the hours of 10:00 PM and 7:00 AM and 65 dBA between the hours of 7:00 AM to 10:00 PM for a cumulative period of more than 1 minute in any hour (i.e., the L₀₂ noise level metric).
- 65 dBA between the hours of 10:00 PM and 7:00 AM and 70 dBA between the hours of 7:00 AM to 10:00 PM for any period of time (i.e., the L₀ or L_{max} noise level metric).

¹¹ By way of comparison, the City sets a standard of 50 to 60 dBA CNEL as “normally acceptable” and 55 to 70 dBA CNEL as “conditionally acceptable” for single-family dwellings. Multifamily dwellings are “normally acceptable” from 50 to 65 dBA CNEL, and schools are “normally acceptable” from 50 to 70 dBA CNEL.

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With respect to projected increases, noise impacts can be broken down into three categories. The first is “audible” impacts, which refer to increases in noise level that are perceptible to humans. Audible increases in general community noise levels generally refer to a change of 3 dB or more, since this level has been found to be the threshold of perceptibility in exterior environments. The second category, “potentially audible” impacts, refers to a change in noise level between 1 and 3 dB. This range of noise levels was found to be noticeable to sensitive people in laboratory environments. The last category includes changes in noise level of less than 1 dB that are typically “inaudible” to the human ear except under quiet conditions in controlled environments. Only “audible” changes in noise levels at sensitive receptor locations (i.e., 3 dB or more) are considered potentially significant.

Lastly, noise in the work place is regulated by the California Occupational Safety and Health Administration (Cal/OSHA). Cal/OSHA regulations found at CCR Title 8, Article 105, *Control of Noise Exposure*, sets limitations on worker exposure.

On-Site Impacts

Land Use Compatibility

According to the City’s General Plan Update EIR (City of Industry 2014), the existing CNEL at the project site due to transportation sources is 70 dBA CNEL. Thus, the project site has a noise environment that is less than the 75 dBA CNEL, and the commercial/industrial land use is “normally acceptable” with the existing setting. Given this compatibility with the intended land use, the project siting would not be a significant impact.

On-Site Worker Noise Exposure

Workers involved with the proposed project would be subject to noise levels coming from material moving equipment and trucking operations. Per Cal/OSHA regulations, an employer must administer a continuing, effective hearing conservation program whenever employee noise exposures equal or exceed an 8-hour time-weighted average (TWA) sound level of 85 dBA. This is known as the Action Level (AL). Furthermore, workers cannot be exposed to noise levels in excess of 90 dBA TWA over an 8-hour work shift. This is known as the Permissible Exposure Level (PEL). In calculating (or measuring) the 8-hour TWA exposure, higher noise levels carry shorter allowable duration periods and vice versa. In no case, though, may workers be exposed to peak noise levels in excess of 140 dBA. For any workers exposed to excessive noise—i.e., above the Action Level—a hearing conservation program typically consists of training programs, the use of hearing protectors, periodic and regular audiometric testing, and record keeping requirements. By adhering to the requirements of the Cal/OSHA regulations, worker exposure to on-site noise levels would remain within compliance of the limits, and this potential impact would be less than significant.

Off-Site Impacts

Stationary source impacts include noise generated from on-site mechanical equipment and, for the purposes of this analysis, trucking operations while within the confines of the project property. These sources have the potential to create noise impacts in the adjoining community.

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Project Mechanical Equipment

On-site heating, ventilation, and air conditioning (HVAC) units and associated equipment attached to the warehouse structure would be acoustically engineered with appropriate procurement specifications, sound enclosures, and parapet walls to minimize noise—all in accordance with City of Industry noise emissions requirements—to ensure that such equipment does not exceed allowable noise limits set within the City. In addition to compliance with the City of Industry’s noise standard, the noise generated from stationary equipment would be attenuated by the distance between the project site and the nearest noise-sensitive receptors. Sound loss due to propagation spreading loss would be 6 dB per doubling of distance. Thus, the distance attenuation would provide at least 32 dB noise reduction for the nearest noise-sensitive receptors (i.e., Rio Hondo Community College, Mill Elementary School, and residences). Furthermore, the commercial/warehousing buildings between the project site and Workman Mill Road would provide 10 dB (or more) noise attenuation due to their barrier shielding effects. Note that these estimates conservatively neglect other sound attenuation characteristics, such as air absorption, ground effects, and usage factors.

With these distance and building attenuation factors, it is anticipated that noise from project-related mechanical equipment would not exceed the existing ambient noise environments of the nearest noise-sensitive receptors and would likely be indistinguishable/inaudible from the other ambient background noise sources. Thus, noise from the proposed project would comply with the pertinent County noise regulations. Therefore, noise impacts from operation of project-mechanical equipment would be less than significant, and no mitigation measures are necessary.

Loading Bay Operations

On-site truck operations would be considered a stationary noise source subject to the City of Industry’s noise regulation limitations (see Table 11 above). Noise measurements taken for a variety of similar projects (e.g., Home Depot loading bays, Consolidated Volume Transport truck scales, Macy’s truck transfer yard) have demonstrated that the noise produced by idling/maneuvering semi-trucks is typically on the order of 70 to 73 dBA L_{eq} at a distance of 50 feet.

The proposed project is assumed to accept up to 26 trucks per day. State law prohibits diesel trucks from idling for more than five minutes at any one location (for air quality considerations).¹² Additionally, it is assumed for this assessment that the maneuvering operation for any given truck would take no more than three to five minutes. Thus, the combination of maneuvering and parking and idling near or in the project’s loading bay would take a maximum of 10 minutes for any individual truck.

The loading bay areas are on the northeast side of the proposed facility. The distance between the college and the project site would provide at least 32 dB of sound reduction. Likewise, the distance attenuation would provide a noise reduction of approximately 33 dB and 34 dB at the elementary school and nearest residences, respectively. In addition, the two rows of buildings between the project site and Workman Mill Road would provide approximately 10 dB of additional noise attenuation. Thus, the distance and building attenuation

¹² California Air Resources Board regulations are in 13 CCR § 2485, found at: <http://www.arb.ca.gov/msprog/truck-idling/2485.pdf>.

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would reduce noise levels generated from truck loading activities to 31 dBA L_{eq} (or less) at the nearby noise-sensitive receptors.

Noise from truck maneuvering and loading may also be experienced at the surrounding commercial and industrial properties. However, these properties are not noise-sensitive and often generate similar noise levels. Generally, they are already exposed to these types and levels of noise (whether originating on their own property or at nearby facilities). Noise from truck maneuvering and loading would not cause substantial noise increases and would not interfere with the operation of these nearby uses.

In summary, due to the distance and building noise attenuation provided, it is reasonably anticipated that noise levels from project-related trucking activities near or in the loading bays of the proposed project would be below the existing ambient noise level at the nearest noise-sensitive receptors and would likely be indistinguishable from other noise sources that compose the existing ambient noise environment. Therefore, noise impacts due to trucking activities are considered less than significant, and no mitigation measures are necessary.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. Potential vibration impacts associated with development projects are usually related to the use of heavy construction equipment during (a) demolition and grading phases of construction and/or (b) the operation of large trucks over uneven surfaces during project operations.

Construction Activities

Construction activities can generate ground vibration that varies depending on the construction procedures, equipment used, and proximity to vibration-sensitive uses. Construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance. Such vibrations may have two types of potential impacts: (a) architectural damage to nearby buildings and (b) annoyance to vibration-sensitive receptors.

The project would construct a warehouse/office building on a currently vacant lot. Construction activities would take approximately 12 months. The project site is generally level, so relatively little heavy earthwork would be required. Thus, there would be limited use of vibration-inducing construction equipment, such as bulldozers, graders, jackhammers, and loaders/backhoes. The use of high-vibration equipment, such as pile drivers or vibratory rollers, is not anticipated. Construction equipment would primarily consist of items that would not generate substantial levels of vibration, including forklifts, cranes, and haul trucks.

Table 14, *Typical Vibration Levels Produced by Common Construction Equipment*, shows the peak particle velocities of some common construction equipment and haul trucks (loaded trucks).

Table 14 Vibration Levels Produced by Common Construction Equipment

Equipment	Peak Particle Velocity in inches per second		
	at 25 ft.	at 50 ft.	at 150 ft.
Vibratory Roller	0.210	0.074	0.014

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Large Bulldozer	0.089	0.031	0.006
Loaded Trucks	0.076	0.027	0.005
Jackhammer	0.035	0.012	0.002
Small Bulldozer	0.003	0.001	0.000

Source: Federal Transit Administration: Transit Noise and Vibration Impact Assessment, 2006.

Vibration-Induced Architectural Damage

The threshold at which there is a risk of architectural damage to typical wood-framed buildings is 0.2 in/sec, and the threshold for reinforced steel concrete structures is 0.5 in/sec (FTA 2006). Building damage is not normally a factor unless the project requires blasting and/or pile driving (FTA 2006). No blasting, pile driving, or hard rock ripping/crushing activities are anticipated for the proposed project. Small construction equipment generates vibration levels less than 0.1 PPV in/sec at 25 feet away.

The nearest structure to the boundary project site construction area is the commercial/industrial building to the southwest. This structure is at least 65 feet from the project boundary. Therefore, vibration levels at this structure would be well below thresholds due to the relatively low vibration generation processes, coupled with attenuation effects due to the distance.

Since no vibration-intensive activities will take place (e.g. blasting, pile driving), the maximum construction-related vibration level would be below the 0.5 PPV in/sec criteria for vibration-induced architectural damage at the nearby commercial/warehousing structures. Therefore, architectural-damage vibration impacts from construction would be less than significant.

Vibration Annoyance

Vibration is typically noticed nearby when objects in a building generate noise from rattling windows or picture frames. It is typically not perceptible outdoors, and therefore impacts are based on the distance to the nearest building (FTA 2006). The effect on buildings near a construction site depends on soil type, ground strata, and receptor building construction. Vibration can range from no perceptible effects at the lowest levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight damage at the highest levels. The thresholds for vibration annoyance are 78 VdB for daytime residential, 84 VdB for office usages, and 90 VdB for workshops (FTA 2006).

Since vibration dissipates quickly with distance and the nearest vibration-sensitive receptors are at least 1,900 feet from the construction zone, vibration levels would be well below the most restrictive 78 VdB threshold for vibration-induced annoyance. Also, construction would take place during the least sensitive hours of the day. Therefore, vibration annoyance impacts from construction would be less than significant at sensitive receptors, and no mitigation measures are necessary.

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In addition, the closest commercial uses are at least 200 feet away (on average) from the project site construction zone.¹³ At this distance, the vibration from large bulldozers, hoe rams, jackhammers, and loaded trucks would fall below the 84 VdB threshold for office usages and well below the 90 VdB threshold for workshops.

Operational Impacts

The project site would serve as a warehousing facility with on-site truck and trailer movements (primarily near the loading bays on the northern sides of the proposed buildings). Operation of the warehouse/office buildings would not involve any mechanical equipment that would induce notable levels of groundborne vibration. Thus, ongoing vibration from mechanical equipment associated with the proposed project would be less than significant.

The project would, however, involve the movements of heavy tractors and trailers. Vibration from vehicles is dependent on vehicle speed and weight, plus the presence of surface discontinuities. Due to site constraints and road geometry, these truck movements would occur at very low speeds (less than 15 miles per hour). Traffic flows, including heavy trucks traveling on a highway, rarely generate vibration amplitudes high enough to cause structural or cosmetic damage; even with notable potholes or degraded railroad crossings (Caltrans 2004). Since vibration dissipates rapidly with distance and trucks will be traveling at very low speeds and over freshly refurbished and smooth surfaces, vibration effects at Rio Hondo Community College, Mill Elementary School, the nearest residences, and nearby commercial facilities during project operation would not be perceptible or result in any undue effects. Thus, vibration impacts during project operations would be less than significant.

In summary, both construction and operations activities would not create substantial groundborne vibration or groundborne noise. This impact would be less than significant, and no mitigation measures are needed.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact.

Road Noise

Long-term impacts could be significant if the project creates activity or generates a volume of traffic that would substantially raise the ambient noise levels. As discussed above, a substantial increase in ambient noise is defined as 3 dB CNEL.

In accordance with the transportation analysis in Section 3.16, the proposed project is estimated to generate 165 daily vehicle trips in passenger car equivalents (PCE), with the worst-case hourly distributions being 16 PCE trips in the evening peak hour and 14 PCE trips in the morning peak hour. The nearest noise-sensitive receptors are the single- and multifamily residences, Mill Elementary School, and Rio Hondo Community

¹³ The average distance is measured from the center of the project construction area to the nearest commercial building to the southwest. The average distance is used because construction equipment would not continuously operate in only one area of the construction area, but would be dispersed throughout.

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College along Workman Mill Road. Given that the traffic volumes on Workman Mill Road/Peck Road ranges between 20,000 to 30,000 average daily trips,¹⁴ this additional increment associated with the proposed project represents much less than a 1 percent increase over existing conditions. The associated noise increases would be much less than 0.5 dB (i.e., well below the 3 dB threshold of significance) and are considered negligible. Therefore, permanent noise increases due to project-related traffic would be less than significant.

Passing Trucks

Trucks would access the proposed facility via Capitol Avenue. However, the immediate surroundings of the project site consist of commercial and light industrial land uses that are not considered noise-sensitive uses and that currently experience this type and level of noise from existing, nearby commercial uses.

The nearest noise-sensitive receptors are the single- and multifamily residences to the south near the intersection of Workman Mill Road and Mission Mill Road in addition to Mill Elementary School along Workman Mill Road. If the assumed 26 daily truck trips generated by the project were to travel along Workman Mill Road, they would negligibly increase traffic flows, since this roadway has traffic volumes ranging from 20,000 to 30,000 average daily trips.¹⁵ Thus, any increase in the ambient noise levels would be negligible and well below the 3 dB threshold of significance. Therefore, noise levels from project-generated passing trucks would be less than significant.

Stationary Source Noise

As previously discussed in Item (a) above, on-site mechanical equipment would be acoustically engineered with appropriate procurement specifications, sound enclosures, and parapet walls to minimize noise and to adhere to allowable noise limits. Since these types of equipment would be consistent with similar equipment at existing facilities in the area, no substantial noise level increases would occur due to the proposed project. Thus, noise levels from project mechanical equipment would be less than significant.

Given the similar warehousing and truck movement activities at existing facilities in the area, coupled with the relatively low operations rates,¹⁶ conducting maneuvering/idling activities in the project loading-bay area would not substantially increase area noise levels (by 3 dB or more), and this permanent noise source would be less than significant.

In summary, both project-generated road noise and stationary-source noise would not increase area noise levels above the 3 dB threshold, and the impact would be less than significant.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. Both the City of Industry and County of Los Angeles recognize that the control of construction noise is difficult at best and provide an exemption for this type of noise when the work is performed within the hours specified in the County of Los Angeles Noise Ordinance (i.e., 7:00 AM

¹⁴ Based on year 2012 traffic counts provided in Google Earth Pro, Version 7.1.2.2041.

¹⁵ Based on year 2012 counts provided in Google Earth Pro.

¹⁶ Assumed 26 trucks per day.

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to 7:00 PM Monday through Saturday). The noise ordinance also lists the maximum acceptable noise levels at off-site receptor locations (i.e., 75 dBA during the permitted hours of construction activity). Compliance with the noise ordinance is mandatory and does not constitute mitigation under CEQA.

Two types of noise impacts could occur during the project construction phase. First, the transport of workers and equipment to the construction site would incrementally increase noise levels along site access roadways. Per the air quality analyses, the worst-case projected number of construction-related trips is approximately 160 per day, including 138 haul truck trips. This number of construction-related vehicle trips—less than a 1 percent increase in total daily vehicle flows along Workman Mill Road—would result in a negligible noise level increase and therefore would have a less than significant impact on noise receptors along this roadway. Though individual construction truck pass-bys may create momentary noise levels of up to approximately 85 dBA (L_{max} at 50 feet from any given truck), these occurrences would be no different than the similar truck pass-bys that currently occur along Workman Mill Road. Therefore, construction vehicle noise would be less than significant.

The second type of potential impact is related to noise generated by on-site construction activities. Construction activities are typically carried out in discrete steps, each of which has a relatively distinct mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise levels surrounding the construction site as work progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow noise ranges to be categorized by work phase. Table 15, *Noise Levels Generated by Typical Construction Equipment*, lists typical construction equipment noise levels recommended for noise impact assessment at a distance of 50 feet.

Table 15 Noise Levels Generated by Typical Construction Equipment

Type of Equipment	Average Sound Levels Measured (dBA at 50 feet)
Pile Drivers	101
Rock Drills	98
Jack Hammers	88
Pneumatic Tools	85
Pumps	76
Dozers	80
Front-End Loaders	79
Hydraulic Backhoe	85
Hydraulic Excavators	82
Graders	85
Air Compressors	81
Trucks	91

Source: Bolt, Beranek and Newman, 1971.

Noise ranges have been found to be similar during all phases of construction, although construction of the structures tends to be somewhat less noisy than grading. The grading and site preparation phase tends to

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create the highest noise levels, because the noisiest construction equipment is found in the earth-moving equipment category. This category includes excavating machinery (e.g., back-fillers, bull-dozers, excavators, front loaders, etc.) and earth-moving and compacting equipment (e.g., compactors, scrapers, graders, etc.). Typical operating cycles may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Maximum noise levels at 50 feet from earth-moving equipment range from 73 to 96 dBA, and energy-average (L_{eq}) noise levels range up to about 89 dBA. The construction of structures is somewhat less than this value. Also, the physical presence of the newly erected structure may break up line-of-sight noise propagation.

Composite construction noise by phase has been characterized by Bolt, Beranek, and Newman (1971). In their study, construction noise for earthwork and finish-work related to industrial development is presented as an aggregate of 89 dBA L_{eq} when measured at a distance of 50 feet from the construction effort. This summed value takes into account both the number and spacing of the heavy equipment. Noise levels are typically less than this value, and the physical structures further break up line-of-sight noise. However, as a worst-case scenario, the 89 dBA L_{eq} value is used to assess the impact of construction.

The operation of such equipment would result in the generation of both steady and episodic noise significantly above the ambient levels currently experienced near the project site. The noise produced from construction decreases at a rate of approximately 6 dB per doubling of distance (conservatively ignoring other attenuation effects from air absorption, ground effects, and/or shielding/scattering). Therefore, at 100 feet, the source noise level would be about 6 dB less or 83 dBA L_{eq} . Similarly, at 200 feet, the noise level would be about 12 dB less or 77 dBA L_{eq} .

The project site is situated within a commercial/industrial area with no nearby noise-sensitive uses. The nearest sensitive receptors are the students and staff at Rio Hondo Community College and Mill Elementary School, approximately 1,900 and 2,200 feet from the project site, respectively, and the residences along Workman Mill Road south of Mission Mill Road, which are approximately 2,600 feet from the project site. At these distances, construction noise levels would be reduced by a minimum of 32 dB due to distance attenuation. Additionally, the structures between the project site and Workman Mill Road would provide up to an additional 10 dB of noise attenuation. Thus, construction noise levels at the nearby noise-sensitive uses would be 47 dBA L_{eq} or less.

In summary, the project construction would be temporary and occur over 7.5 months. Additionally, construction noise would be infrequent and short-lived throughout the least noise-sensitive portions of the day and would be reduced by approximately 42 dB (or more) due to distance and building attenuation. Furthermore, project-related construction noise levels would not exceed the County's construction noise level limit. In consideration of these factors, project-related construction noise impacts are considered less than significant and no mitigation measures are necessary.

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- 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?**

No Impact. The project site is not in an area covered by an airport land use plan or within two miles of a public airport or public-use airport. The nearest public airport is San Gabriel Valley Airport, approximately four miles northwest of the site (Airnav 2015; Google Earth Pro, v7.1.2.2041). While light plane and other aircraft noise is occasionally noticeable in the project area, the project is well beyond any airport's 60 dBA CNEL zone. Therefore, the proposed project would not expose people to excessive aircraft noise levels and no mitigation measures are necessary.

- 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?**

No Impact. There are no private airstrips near the project site. The closest heliport to the site is the SCE Rosemead Heliport in the City of Rosemead, about three miles northwest of the project site (Airnav.com 2015; Google Earth Pro, v7.1.2.2041). Therefore, the proposed project would not expose workers employed in the industrial warehouse/office to excessive noise levels. No mitigation measures are necessary.

3.13 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)?**

Less Than Significant Impact. There are no residents onsite. Operation of the proposed warehouse/industrial building is estimated to generate 41 jobs, as shown below in Table 16. Construction is estimated to generate a small number of temporary jobs. The unemployment rate in Los Angeles County in July 2015 was estimated at 7.5 percent (EDD 2015). Thus, it is expected that project-generated employment would be absorbed from the regional labor force and would not attract new workers into the region. Thus, project development and operation is not expected to indirectly cause population increase in the region. Impacts would be less than significant.

Table 16 Estimated Operational Employment

Land Use	Square Feet	Square feet per employee ¹	Employees
Warehouse/Industrial	30,366	1,040	29
Office	5,795	487	12
Total	36,161	Not applicable	41

¹ Source: Natelson 2001.

- b) **Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?**

No Impact. There is no housing onsite, and no impact would occur.

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c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. There are no residents onsite, and no impact would occur.

3.14 PUBLIC SERVICES

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:

a) Fire protection?

Less Than Significant Impact. The Los Angeles County Fire Department (LACoFD) provides fire protection and emergency medical services to the City of Industry, and would serve the proposed industrial land use. The project site is in the service area of LACoFD Fire Station 87 at 140 South 2nd Avenue in the City of Industry, about 3.1 miles northeast of the site. Project development would cause a very slight increase in demands for fire protection and emergency medical services. Such an increase would not require construction of new or expanded fire stations, and impacts would be less than significant.

b) Police protection?

Less Than Significant Impact. The Los Angeles County Sheriff's Department (LASD) provides police protection to the City from its Industry Station at 150 Hudson Avenue, about 4.7 miles east of the site. Project development would cause a very slight increase in demands for police protection. Such an increase would not require construction of new or expanded sheriff's stations, and impacts would be less than significant.

c) Schools?

No Impact. Demands for schools are generated by the numbers of households in the schools' service areas. The project would not develop housing and would not affect demands for schools. No impact would occur.

d) Parks?

No Impact. Demand for parks is generated by the population within each park's service area. The project would not increase population and would not create demand for parks. No impact would occur.

e) Other public facilities?

No Impact. Demand for library services is generated by the population within a library's service area. The project would not increase population and would not create demand for libraries. No impact would occur.

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3.15 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?**

No Impact. Demand for parks is generated by the population in the parks' service areas. Project development would not increase population in the City of Industry and would not increase use of parks. No impact would occur.

- 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?**

No Impact. The project does not propose development of recreational facilities, and project implementation would not require construction of new or expanded recreational facilities. No impact would occur.

3.16 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?**

Less Than Significant Impact.

Capitol Avenue is a two-lane private street. The intersection of Capitol Avenue with Mission Mill Road is controlled by cross-street stops on Capitol Avenue. Access to the 605 freeway is via Rose Hills Road, about 0.7 mile to the southwest.

There are sidewalks on intermittent portions of Capitol Avenue near the project site but not on most of the site frontage. There are no bicycle facilities on roadways near the project site; the nearest such facility to the site is the San Gabriel River Bicycle Trail, about 0.7 mile to the northwest.

The nearest public transit bus services to the project site are on Workman Mill Road; the nearest bus stops accessible from the project site are at the intersection of Workman Mill Road and Rose Hills Road, about 0.5 mile to the south. Bus service in the project area includes:

- Metropolitan Transportation Authority of Los Angeles County (Metro) Line 270, which operates north-south between the City of Monrovia and the City of Norwalk.
- Foothill Transit Route 274, which operates northeast-southwest between the City of Baldwin Park and the City of Whittier.

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- Norwalk Transit Route 1, which operates north-south between the City of Industry and the City of Bellflower.

Project Trip Generation

Project trip generation was estimated using trip generation rates from *Trip Generation* (9th edition) by the Institute of Transportation Engineers (ITE 2012). Project trip generation is estimated as 130 vehicle trips per day, consisting of 104 passenger cars, 13 two- and three-axle trucks, and 13 four-plus-axle trucks. Truck trips are converted into passenger car equivalents (PCE), accounting for trucks' larger sizes, for evaluating traffic impacts. Project trip generation would be 165 PCE (see Table 17).

Table 17 Project Trip Generation

Category	Daily Traffic	AM Peak Hour Traffic			PM Peak Hour Traffic		
		Total Traffic	Trips In	Trips Out	Total Traffic	Trips In	Trips Out
TRIP GENERATION RATES¹							
Warehousing (ITE Code 150)	3.56	0.30	0.24	0.06	0.32	0.08	0.24
GENERATED TRAFFIC VOLUMES							
Project Trips (vehicles) ²	129	9	2	11	3	9	12
Project Trips (PCE) ³	165	12	3	14	3	12	16

PCE = Passenger car equivalent
¹ Trip generation rates based on ITE *Trip Generation* (2012). Rate units are trips per 1,000 square feet of building space.
² Assumes a manufacturing use of 80,000 square feet.
³ PCE trips calculated using City of Fontana Truck Trip Rates and PCE conversion factors.

The greatest existing traffic volumes in 2010 as identified in the City of Industry General Plan at any of the four intersections of Rose Hills Road with ramps to and from I-605 is 2,176 vehicles per day at the intersection of Rose Hills Road at Shepherd Street (that is, ramp from southbound I-605 to Rose Hills Road) (City of Industry 2014).

Traffic volumes on local streets near the project site, such as Capitol Avenue and Mission Mill Road, are expected to be much smaller than volumes at the interchange of Rose Hills Road with the I-605, because Rose Hills Road provides access to Rose Hills Cemetery, Rio Hondo College, other nearby industrial areas, some of the recreational facilities in the Whittier Narrows Recreation Area, and a residential area in the City of Pico Rivera.

Thus, project-generated traffic would not result in substantial adverse traffic impacts on roadways near the site such as Capitol Avenue, Mission Mill Road, or Rose Hills Road.

Project development would not adversely affect the safety or performance of sidewalks, bicycle facilities, or public transit, and impacts would be less than significant. No mitigation is required.

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- 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?**

Less Than Significant Impact. The Los Angeles County Congestion Management Program (CMP) was issued by the Metropolitan Transit Authority in December 2010 (Metro 2010). All freeways and selected arterial roadways are designated elements of the CMP Highway System. The CMP requires that individual development projects of potentially regional significance undergo a traffic impact analysis. Per the CMP Transportation Impact Analysis (TIA) guidelines, a significant impact may result and a traffic impact analysis is required under the conditions listed on the following page.

- At CMP arterial monitoring intersections where the proposed project will add 50 or more vehicle trips during either morning or evening weekday peak hours.
- At CMP mainline freeway monitoring locations where the proposed project will add 150 or more vehicle trips, in either direction, during either morning or evening weekday peak hours.

The nearest freeway to the project site is the I-605. The nearest CMP arterial roadway to the site is Rosemead Boulevard (State Route 19), about 1.6 miles to the northwest. As indicated in Section 3.16.a, the proposed project would result in an increase of 14 morning peak hour trips and 16 evening peak hour trips that would be distributed to the circulation network. These trips do not add 50 or more trips to a CMP intersection or 150 or more trips to a mainline freeway. Therefore, the proposed project does not meet the intersection/freeway criteria and the analysis of traffic impacts to CMP roadways is not required. Impacts are less than significant and no mitigation measures are necessary.

- 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?**

No Impact. The project site is four miles from the nearest public-use airport, San Gabriel Valley Airport. Thus, project development would not cause relocation of air traffic patterns. Development of the project would not change air traffic levels. No impact would occur.

- d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?**

No Impact. The proposed driveway would intersect perpendicularly with the end of the Capitol Avenue cul-de-sac. Such intersection would not create hazards. Project development would not add incompatible uses to area roadways. No impact would occur.

- e) Result in inadequate emergency access?**

No Impact. Emergency access identified in the site plan complies with California Fire Code Section 503. Detailed building plans would be reviewed by the Los Angeles County Fire Department for emergency evacuation routes from the building, etc. No adverse impact would occur.

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- 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?**

Less Than Significant Impact. Project development would not cause substantial impacts to bicycle or pedestrian facilities or public transit. There are no bicycle facilities on or near Capitol Avenue near the project site; there are no existing sidewalks along most of the site frontage; and the nearest public transit bus routes to the project site are on Workman Mill Road.

3.17 UTILITIES AND SERVICE SYSTEMS

- a) **Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?**

Less Than Significant Impact. Project development would comply with the MS4 Permit issued by the Los Angeles Regional Water Quality Control Board, as described above in Section 3.9.a. Impacts would be less than significant.

- b) **Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Less Than Significant Impact.

Water Treatment

Water treatment facilities filter and/or disinfect water before it is delivered to customers. The San Gabriel Valley Water Company (SGVWC) would provide water to the proposed industrial use. SGVWC water supplies consist of groundwater from the Main San Gabriel Groundwater Basin and recycled water for nonpotable uses. Groundwater from the Basin is treated with air stripping, ion exchange treatment, liquid phase granular activated carbon adsorption, oxidation with peroxide injection and ultraviolet light, and disinfection using chlorine (Stetson 2011).

Project water demand is estimated as 1,625 gallons per day (gpd), that is, 110 percent of estimated wastewater generation in Table 18 using wastewater generation factors from the City of Los Angeles (2006). It is assumed that 10 percent of project water use would be for landscape irrigation. There is adequate water treatment capacity in the region for estimated project water demands, and project development would not require new or expanded water treatment facilities. Impacts would be less than significant.

Table 18 Estimated Project Wastewater Generation

Land Use	Square Feet	Wastewater Generation, gallons per day	
		Per Square Foot ¹	Total
Industrial Warehouse	30,366	0.02	607
Office	5,795	0.15	869
Total	36,161	Not applicable	1,477

¹ Source: City of Los Angeles 2006. For warehouse with office use, separate factors are used for each type of use as directed in the aforementioned reference.

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Wastewater Treatment

The Los Angeles County Sanitation Districts provides wastewater treatment for much of Los Angeles County including the project site. Wastewater from the project site and surrounding area is treated at the San Jose Creek Water Reclamation Plant (SJCWRP) in unincorporated Los Angeles County near the west boundary of the City of Industry. The SJCWRP has capacity of 100 mgd and average wastewater flows of 56 mgd, for residual capacity of 44 mgd (LACSD 2014).

Estimated Project Wastewater Generation

The project is estimated to generate about 1,477 gallons of wastewater per day, as shown above in Table 18. There is adequate wastewater treatment capacity in the region for project-generated wastewater, and project development would not require construction of new or expanded wastewater treatment facilities. Impacts would be less than significant.

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?

No Impact. Project development would not involve or require construction of new or expanded off-site drainage facilities. No impact would occur.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. The San Gabriel Valley Water Company (SGVWC) would provide water to the proposed project. SGVWC supplies water from two sources: potable water supplies are groundwater from the Main San Gabriel Groundwater Basin, while recycled water is used for irrigation. SGVWC forecast in its 2010 Urban Water Management Plan that it will have adequate water supplies to meet demands in its service area through the 2015–2035 period (Stetson Engineers 2011).

Estimated project water use is 1,625 gallons per day.

California is now in the fourth year of an extraordinary drought. On April 1, 2015, Governor Brown issued Executive Order B-29-15, finding that, "...conditions of extreme peril to the safety of persons and property continue to exist in California due to water shortage and drought conditions..." and ordering that the "State Water Resources Control Board shall impose restrictions to achieve a statewide 25% reduction in potable urban water usage through February 28, 2016 compared to baseline 2013 usage." The SGVWC is required to reduce usage by 16 percent compared to 2013 usage in accordance with regulations issued by the SWRCB on May 5, 2015, pursuant to Executive Order B-29-15 (SWRCB 2015b; SWRCB 2015c). Impacts would be less than significant.

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- e) **Result in a determination by the waste water 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?**

Less Than Significant Impact. There is adequate wastewater treatment capacity in the region for forecast project wastewater generation (see Section 3.17.b), and project development would not require construction of new or expanded wastewater treatment facilities. Impacts would be less than significant.

- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?**

Less Than Significant Impact. In 2013, the most recent year for which data are available, over 99 percent of solid waste landfilled from the City of Industry was disposed of at the three facilities listed in Table 19 or at Puente Hills Landfill in the City of Industry (CalRecycle 2014a). Puente Hills Landfill closed in October 2013 and is thus omitted from the table below. Azusa Land Reclamation Company Landfill accepts certain types of wastes, including asbestos-containing waste, contaminated soil, tires, and construction and demolition debris, but does not accept municipal solid waste. The two other listed landfills accept municipal solid waste, construction and demolition debris, and tires.

Table 19 Landfills Serving City of Industry

Facility and Nearest City	Remaining Capacity, Cubic Yards	Permitted Daily Throughput, Tons	Average Daily Disposal, Tons	Residual Capacity, Tons per Day	Estimated Closing Date
Azusa Land Reclamation Co. Landfill Azusa, Los Angeles County	51,512,201	8,000	667	7,333	2045
El Sobrante Landfill Corona, Riverside County	145,530,000	16,054	8,410	7,644	2045
Olinda Alpha Sanitary Landfill Brea, Orange County	36,589,707	8,000	7,030	970	2021
Total	233,631,908	32,054	16,107	15,947	Not applicable

Sources: CalRecycle 2015b; CalRecycle 2015c; CalRecycle 2015d; CalRecycle 2015e; CalRecycle 2015f.

Estimated Project Solid Waste Generation

Project operation is estimated to generate about 466 pounds of solid waste per day, or 0.23 ton per day, as shown below in Table 20. There is adequate residual landfill capacity in the region for project-generated solid waste, and project development would not require new or expanded landfills. Impacts would be less than significant.

Table 20 Estimated Project Solid Waste Generation

Use	Square Feet	Solid Waste Generation, Pounds per Day	
		Per square foot	Total
Manufacturing	30,366	0.0142	431
Office	5,795	0.006	35
Total	36,161	Not applicable	466

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Source: CalRecycle 2009.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. Assembly Bill 939 (AB 939; Integrated Solid Waste Management Act of 1989; Public Resources Code 40050 et seq.) established an integrated waste-management system that focused on source reduction, recycling, composting, and land disposal of waste. AB 939 required every California city and county to divert 50 percent of its waste from landfills by the year 2000. Compliance with AB 939 is measured in part by comparing solid waste disposal rates for a jurisdiction with target disposal rates; actual rates at or below target rates are consistent with AB 939. AB 939 also requires California counties to show 15 years of disposal capacity for all jurisdictions within the county or show a plan to transform or divert its waste.

Assembly Bill 341 (2011) increases the statewide waste diversion goal to 75 percent by 2020, and mandates recycling for commercial and multifamily residential land uses.

Assembly Bill 1826 (California Public Resources Code Sections 42649.8 et seq.), signed into law in September 2014, requires recycling of organic matter – where generated in amounts over certain thresholds – by businesses and by multifamily residences of five or more units. The law takes effect in 2016.

The proposed project would include outdoor recyclable material storage areas in compliance with AB 341. The type of manufacturing/warehouse business that would occupy the project is not yet known. If the use generates substantial amounts of organic matter—e.g., a food processing business—then the project would include storage areas for organic matter. The project would comply with regulations governing solid waste disposal, and no impact would occur.

3.18 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?**

Less Than Significant Impact. Project development would not degrade the quality of the environment; substantially reduce the range, habitat, or population of a fish or wildlife species or rare or endangered species of plant or animal; threaten to eliminate a plant or animal community; or eliminate important examples of the major periods of California history or prehistory. Impacts would be less than significant.

- 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.)**

Less Than Significant Impact. The two following related projects were identified by the City of Industry: both are within one mile of the project site, and environmental documentation for both has been completed

3. Environmental Analysis

within the last 10 years. Recent conditions at each site were checked using Google Earth Pro satellite photographs dated March 2015.

- **Rush Truck Center:** Expansion of an existing truck sales and repair business at 4250 Kella Avenue in the City of Industry, about 0.6 mile northeast of the proposed project site. The project included construction of one new building and expansion of an existing building, with construction totaling about 20,300 square feet, and demolition of a 4,500-square-foot building. The new building had been completed by March 2015, and the expansion was under construction.
- **Quinn Caterpillar Facility:** Redevelopment of the Quinn Caterpillar Facility at 10006 Rose Hills Road in the City of Industry, about 0.8 mile southwest of the project site. The project involves construction of 312,000 square feet of building area and demolition of 171,000 square feet, for a net increase of about 141,000 square feet. Construction was underway onsite in March 2015, but how far along construction is cannot be ascertained from the satellite photographs.

The two projects combined involve construction of a net increase of about 157,000 square feet of building area. No significant cumulative impacts are identified in this Initial Study, and project impacts would not be cumulatively considerable.

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

Less Than Significant Impact With Mitigation Incorporated. Project construction would generate nitrogen oxide (NO_x) emissions exceeding regional thresholds. Implementation of Mitigation Measure AQ-1 would reduce NO_x emissions to below such thresholds. No other potentially significant impacts to human beings are identified in this Initial Study.

4. Consultant Recommendation

Based on the information and environmental analysis contained in this Initial Study, we recommend that the City of Industry adopt a Mitigated Negative Declaration for this project. We find that with the project design features and mitigation measures, the project would not have a significant effect on the environment. We recommend that the second category be selected for the City's determination (See Section 5, *Lead Agency Determination*).

Date

Dwayne Mears, AICP, for PlaceWorks

4. Consultant Recommendation

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5. Lead Agency Determination

On the basis of this initial evaluation:

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

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

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

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

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

Signature

Date

Printed Name

For

5. Lead Agency Determination

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6. List of Preparers

CITY OF INDUSTRY

Brian James, Planning Director

PLACEWORKS

Dwayne Mears, Principal, Environmental Planning

Michael Milroy, Associate

John Vang, Project Planner

Stephanie Chen, Planner, Air Quality/GHG and Transportation

Cary Nakama, Graphic Artist

6. List of Preparers

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Appendix A Air Quality and Greenhouse Gas Analysis

Appendix

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Air Quality and Greenhouse Gas Background and Modeling Data

AIR QUALITY

Climate/Meteorology

SOUTH COAST AIR BASIN

The project site lies within the South Coast Air Basin (SoCAB), which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The SoCAB is in a coastal plain with connecting broad valleys and low hills and is bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. As a result, the climate is mild, tempered by cool sea breezes. This usually mild weather pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds (SCAQMD 2005).

Temperature and Precipitation

The annual average temperature varies little throughout the SoCAB, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With a more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas. The climatological station nearest to the project site with temperature data is the Pomona Fairplex Station (ID No. 047050). The lowest average low is reported at 38.1°F in January while the highest average high is 91.1°F in August (WRCC 2015a).

In contrast to a very steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all rain falls from October through April. Summer rainfall is normally restricted to widely scattered thundershowers near the coast, with slightly heavier shower activity in the east and over the mountains. Rainfall averages 17.06 inches per year in the project area according to the data from the Walnut NI FC102C climatological station (ID No. 049431) located closest to the project site (WRCC 2015b).

Humidity

Although the SoCAB has a semiarid climate, the air near the earth's surface is typically moist because of the presence of a shallow marine layer. Except for infrequent periods when dry, continental air is brought into the SoCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog, especially along the coast, are frequent. Low clouds, often referred to as high fog, are a characteristic climatic feature. Annual average humidity is 70 percent at the coast and 57 percent in the eastern portions of the SoCAB (SCAQMD 2005).

Wind

Wind patterns across the south coastal region are characterized by westerly or southwesterly onshore winds during the day and by easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between periods of wind, periods of air stagnation may occur, both in the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During the winter and fall months, surface high-pressure systems over the SoCAB, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally continue a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the transport and diffusion of pollutants by inhibiting their eastward transport. Air quality in the SoCAB generally ranges from fair to poor and is similar to air quality in most of coastal southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions (SCAQMD 2005).

Inversions

In conjunction with the two characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, there are two similarly distinct types of temperature inversions that control the vertical depth through which pollutants are mixed. These are the marine/subsidence inversion and the radiation inversion. The combination of winds and inversions are critical determinants in leading to the highly degraded air quality in summer and the generally good air quality in the winter in the project area (SCAQMD 2005).

Air Quality Regulations

The proposed project has the potential to release gaseous emissions of criteria pollutants and dust into the ambient air; therefore, it falls under the ambient air quality standards promulgated at the local, state, and federal levels. The project site is in the SoCAB and is subject to the rules and regulations imposed by the South Coast Air Quality Management District (SCAQMD). However, SCAQMD reports to California Air Resources board (CARB), and all criteria emissions are also governed by the California and national Ambient Air Quality Standards (AAQS). Federal, state, regional, and local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below.

AMBIENT AIR QUALITY STANDARDS

The Clean Air Act (CAA) was passed in 1963 by the US Congress and has been amended several times. The 1970 Clean Air Act amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The CAA allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the state

to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS, based on even greater health and welfare concerns.

These National AAQS and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect “sensitive receptors” most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both California and the federal government have established health-based AAQS for seven air pollutants. As shown in Table 1, *Ambient Air Quality Standards for Criteria Pollutants*, these pollutants include ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Pb). In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Table 1 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
Ozone (O ₃)	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.075 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO ₂)	Annual Average	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO ₂)	Annual Arithmetic Mean	*	0.030 ppm ²	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm ¹	
	24 hours	0.04 ppm	0.014 ppm ²	
Respirable Coarse Particulate Matter (PM ₁₀)	Annual Arithmetic Mean	20 µg/m ³	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 µg/m ³	150 µg/m ³	
Respirable Fine Particulate Matter (PM _{2.5})	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m ³	

Table 1 Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
Lead (Pb)	Monthly	1.5 µg/m ³	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Quarterly	*	1.5 µg/m ³	
	3-Month Average	*	0.15 µg/m ³	
Sulfates (SO ₄)	24 hours	25 µg/m ³	*	Industrial processes.
Visibility Reducing Particles	8 hours	ExCo =0.23/km visibility of 10≥ miles ¹	No Federal Standard	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.
Hydrogen Sulfide	1 hour	0.03 ppm	No Federal Standard	Hydrogen sulfide (H ₂ S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24 hour	0.01 ppm	No Federal Standard	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Source: CARB 2013a.

Notes: ppm: parts per million; µg/m³: micrograms per cubic meter

* Standard has not been established for this pollutant/duration by this entity.

¹ When relative humidity is less than 70 percent.

² On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

³ On December 14, 2012, EPA lowered the federal primary PM_{2.5} annual standard from 15.0 µg/m³ to 12.0 µg/m³. EPA made no changes to the primary 24-hour PM_{2.5} standard or to the secondary PM_{2.5} standards.

CRITERIA AIR POLLUTANTS

The air pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and state law. Air pollutants are categorized as primary or secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Pb) are primary air pollutants. Of these, CO, SO₂, NO₂, PM₁₀, and PM_{2.5} are “criteria air pollutants,” which means that ambient air quality standards (AAQS) have been established for them. VOC and oxides of nitrogen (NO_x) are air pollutant precursors that form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O₃) and NO₂ are the principal secondary pollutants. A description of each of the primary and secondary criteria air pollutants and their known health effects is presented below.

Carbon Monoxide (CO) is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion, engines and motor vehicles operating at slow speeds are the primary source of CO in the SoCAB. The highest ambient CO concentrations are generally found near traffic-congested corridors and intersections. The primary adverse health effect associated with CO is interference with normal oxygen transfer to the blood, which may result in tissue oxygen deprivation (SCAQMD 2005). The SoCAB is designated under the California and National AAQS as being in attainment of CO criteria levels (CARB 2014a).

Volatile Organic Compounds (VOC) are compounds composed primarily of atoms of hydrogen and carbon. Internal combustion associated with motor vehicle usage is the major source of hydrocarbons. Other sources of VOCs include evaporative emissions associated with the use of paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. There are no ambient air quality standards established for VOCs. However, because they contribute to the formation of ozone (O₃), SCAQMD has established a significance threshold for this pollutant (SCAQMD 2005).

Nitrogen Oxides (NO_x) are a byproduct of fuel combustion and contribute to the formation of O₃, PM₁₀, and PM_{2.5}. The two major forms of NO_x are nitric oxide (NO) and nitrogen dioxide (NO₂). The principal form of NO₂ produced by combustion is NO, but NO reacts with oxygen to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ acts as an acute irritant and, in equal concentrations, is more injurious than NO. At atmospheric concentrations, however, NO₂ is only potentially irritating. There is some indication of a relationship between NO₂ and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 part per million (ppm). NO₂ absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure (SCAQMD 2005). The SoCAB is designated as an attainment area for NO₂ under the National AAQS and nonattainment under the California AAQS (CARB 2014a).

Sulfur Dioxide (SO₂) is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and from chemical processes at chemical plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO₂ (SCAQMD 2005). When sulfur dioxide forms sulfates (SO₄) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO_x). Thus, SO₂ is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO₂ may irritate the upper respiratory tract. At lower concentrations and when combined with particulates, SO₂ may do greater harm by injuring lung tissue. The SoCAB is designated as attainment under the California and National AAQS (CARB 2014a).

Suspended Particulate Matter (PM₁₀ and PM_{2.5}) consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or PM₁₀, include the particulate matter with an aerodynamic diameter of 10 microns (i.e., 10 millionths of a meter or 0.0004 inch) or less. Inhalable fine particles, or PM_{2.5}, have an aerodynamic diameter of 2.5 microns (i.e., 2.5 millionths of a meter or 0.0001 inch) or less. Particulate discharge into the atmosphere results primarily from industrial, agricultural, construction, and transportation activities. However, wind action on arid landscapes also contributes substantially to local particulate loading (i.e., fugitive dust). Both PM₁₀ and PM_{2.5} may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems (SCAQMD 2005).

The US Environmental Protection Agency's (EPA) scientific review concluded that PM_{2.5}, which penetrates deeply into the lungs, is more likely than PM₁₀ to contribute to health effects and at concentrations that extend well below those allowed by the current PM₁₀ standards. These health effects include premature death and increased hospital admissions and emergency room visits (primarily the elderly and individuals with cardiopulmonary disease); increased respiratory symptoms and disease (children and individuals with cardiopulmonary disease such as asthma); decreased lung functions (particularly in children and individuals with asthma); and alterations in lung tissue and structure and in respiratory tract defense mechanisms. Diesel particulate matter (DPM) is classified by the CARB as a carcinogen. The SoCAB is a nonattainment area for PM_{2.5} under California and National AAQS and a nonattainment area for PM₁₀ under the California AAQS (CARB 2014a).¹

Ozone (O₃) is commonly referred to as “smog” and is a gas that is formed when VOCs and NO_x, both by-products of internal combustion engine exhaust, undergo photochemical reactions in the presence of sunlight. O₃ is a secondary criteria air pollutant. O₃ concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for the formation of this pollutant. O₃ poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. Additionally, O₃ has been tied to crop damage, typically in the form of stunted growth and premature death. O₃ can also act as a corrosive, resulting in property damage such as the degradation of rubber products (SCAQMD 2005). The SoCAB is designated as extreme nonattainment under the California AAQS (1-hour and 8-hour) and National AAQS (8-hour) (CARB 2014a).

¹ CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM₁₀ to attainment for PM₁₀ under the National AAQS on March 25, 2010, because the SoCAB has not violated federal 24-hour PM₁₀ standards during the period from 2004 to 2007. In June 2013, the EPA approved the State of California's request to redesignate the PM₁₀ nonattainment area to attainment of the PM₁₀ National AAQS, effective on July 26, 2013.

Lead (Pb) concentrations decades ago exceeded the state and federal AAQS by a wide margin, but have not exceeded state or federal air quality standards at any regular monitoring station since 1982 (SCAQMD 2005). However, in 2008 the EPA and CARB adopted more strict lead standards, and special monitoring sites immediately downwind of lead sources² recorded every localized violations of the new state and federal standards. As a result of these localized violations, the Los Angeles County portion of the SoCAB was designated in 2010 as nonattainment under the National AAQS for lead (SCAQMD 2012a; CARB 2014a). The project is not characteristic of industrial-type projects that have the potential to emit lead. Therefore, lead is not a pollutant of concern for the project.

TOXIC AIR CONTAMINANTS

The public's exposure to air pollutants classified as toxic air contaminants (TACs) is a significant environmental health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. The California Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant (HAP) pursuant to Section 112(b) of the federal Clean Air Act (42 United States Code §7412[b]) is a toxic air contaminant. Under state law, the California Environmental Protection Agency (Cal/EPA), acting through CARB, is authorized to identify a substance as a TAC if it determines that the substance is an air pollutant that may cause or contribute to an increase in mortality or to an increase in serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an "airborne toxics control measure" for sources that emit designated TACs. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions. To date, CARB has established formal control measures for 11 TACs, all of which are identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the Air Toxics "Hot Spot" Information and Assessment Act of 1987. Under AB 2588, toxic air contaminant emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

By the last update to the TAC list in December 1999, CARB had designated 244 compounds as TACs (CARB 1999). Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be

² Source-oriented monitors record concentrations of lead at lead-related industrial facilities in the SoCAB, which include Exide Technologies in the City of Commerce; Quemetco, Inc., in the City of Industry; Trojan Battery Company in Santa Fe Springs; and Exide Technologies in Vernon. Monitoring conducted between 2004 through 2007 identified that the Trojan Battery Company and Exide Technologies exceed the federal standards (SCAQMD 2012a).

attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines.

In 1998, CARB identified particulate emissions from diesel-fueled engines (diesel PM) as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particle mass is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lung.

Multiple Airborne Toxics Exposure Study (MATES)

The Multiple Air Toxics Exposure Study (MATES) is a monitoring and evaluation study on ambient concentrations of TACs and estimated the potential health risks from air toxics in the SoCAB. In 2008, SCAQMD conducted its third update to the MATES study (MATES III). The results showed that the overall risk for excess cancer from a lifetime exposure to ambient levels of air toxics was about 1,200 in a million. The largest contributor to this risk was diesel exhaust, accounting for 84 percent of the cancer risk (SCAQMD 2008).

SCAQMD recently released the fourth update (MATES IV). The results showed that the overall monitored risk for excess cancer from a lifetime exposure to ambient levels of air toxics decreased to approximately 418 in one million. Compared to the 2008 MATES III, monitored excess cancer risks decreased by approximately 65 percent. Approximately 90 percent of the risk is attributed to mobile sources while 10 percent is attributed to TACs from stationary sources, such as refineries, metal processing facilities, gas stations, and chrome plating facilities. The largest contributor to this risk was diesel exhaust, accounting for approximately 68 percent of the air toxics risk. Compared to MATES III, MATES IV found substantial improvement in air quality and associated decrease in air toxics exposure. As a result, the estimated basin-wide population-weighted risk decreased by approximately 57 percent compared to the analysis done for the MATES III time period (SCAQMD 2015a).

The Office of Environmental Health Hazard Assessment (OEHHA) updated the guidelines for estimating cancer risks on March 6, 2015. The new method utilizes higher estimates of cancer potency during early life exposures, which result in a higher calculation of risk. There are also differences in the assumptions on breathing rates and length of residential exposures. When combined together, SCAQMD estimates that risks for a given inhalation exposure level will be about 2.7 times higher using the proposed updated methods identified in MATES IV (e.g., 2.7 times higher than 418 in one million overall excess cancer risk) (SCAQMD 2015a).

Air Quality Management Planning

SCAQMD is the agency responsible for preparing the air quality management plan (AQMP) for the SoCAB in coordination with the Southern California Association of Governments (SCAG). Since 1979, a number of AQMPs have been prepared.

2012 AQMP

On December 7, 2012 SCAQMD adopted the 2012 AQMP (Plan), which employs the most up-to-date science and analytical tools and incorporates a comprehensive strategy aimed at controlling pollution from all sources, including stationary sources, on-road and off-road mobile sources, and area sources. The Plan also addresses several state and federal planning requirements, incorporating new scientific information, primarily in the form of updated emissions inventories, ambient measurements, and new meteorological air quality models. The Plan builds upon the approach identified in the 2007 AQMP for attainment of federal PM and ozone standards, and highlights the significant amount of reductions needed and the urgent need to engage in interagency coordinated planning to identify additional strategies, especially in the area of mobile sources, to meet all federal criteria air pollutant standards within the timeframes allowed under the Federal CAA. The Plan demonstrates attainment of federal 24-hour PM_{2.5} standard by 2014 and the federal 8-hour ozone standard by 2023. The Plan includes an update to the revised EPA 8-hour ozone control plan with new commitments for short-term NO_x and VOC reductions. In addition, it also identifies emerging issues of ultrafine (PM_{1.0}) particulate matter and near-roadway exposure, and an analysis of energy supply and demand.

LEAD STATE IMPLEMENTATION PLAN

In 2008 EPA designated the Los Angeles County portion of the SoCAB nonattainment under the federal lead (Pb) classification due to the addition of source-specific monitoring under the new federal regulation. This designation was based on two source-specific monitors in Vernon and the City of Industry exceeding the new standard. The rest of the SoCAB, outside the Los Angeles County nonattainment area remains in attainment of the new standard. On May 24, 2012, CARB approved the SIP revision for the federal lead standard, which the EPA revised in 2008. Lead concentrations in this nonattainment area have been below the level of the federal standard since December 2011. The SIP revision was submitted to EPA for approval.

AREA DESIGNATIONS

The AQMP provides the framework for air quality basins to achieve attainment of the state and federal ambient air quality standards through the State Implementation Plan (SIP). Areas are classified as attainment or nonattainment areas for particular pollutants, depending on whether they meet ambient air quality standards. Severity classifications for ozone nonattainment range in magnitude from marginal, moderate, and serious to severe and extreme.

- **Unclassified:** a pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.
- **Attainment:** a pollutant is in attainment if the CAAQS for that pollutant was not violated at any site in the area during a three-year period.
- **Nonattainment:** a pollutant is in nonattainment if there was at least one violation of a state AAQS for that pollutant in the area.

- **Nonattainment/Transitional:** a subcategory of the nonattainment designation. An area is designated nonattainment/transitional to signify that the area is close to attaining the AAQS for that pollutant.

The attainment status for the SoCAB is shown in Table 2, *Attainment Status of Criteria Pollutants in the South Coast Air Basin*. The SoCAB is designated in attainment of the California AAQS for sulfates. According to the 2007 AQMP, the SoCAB will have to meet the new federal 8-hour O₃ standard by 2024, PM_{2.5} standards by 2015, and the recently revised 24-hour PM_{2.5} standard by 2020. The SoCAB is designated as nonattainment for lead (Los Angeles County only) under the National AAQS. Transportation conformity for nonattainment and maintenance areas is required under the Federal CAA to ensure federally supported highway and transit projects conform to the SIP. The U.S. EPA approved California’s SIP revisions for attainment of the 1997 8-hour O₃ National AAQS for the SoCAB in March 2012. Findings for the new 8-hour O₃ emissions budgets for the SoCAB and consistency with the recently adopted 2012 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) were submitted to the U.S. EPA for approval.

Table 2 Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
Ozone – 1-hour	Extreme Nonattainment	No Federal Standard
Ozone – 8-hour	Extreme Nonattainment	Extreme Nonattainment
PM ₁₀	Serious Nonattainment	Attainment/Maintenance
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO ₂	Attainment	Attainment/Maintenance
SO ₂	Attainment	Attainment
Lead	Attainment	Nonattainment (Los Angeles County only) ¹
All others	Attainment/Unclassified	Attainment/Unclassified

Source: CARB 2014a.

¹ In 2010, the Los Angeles portion of the SoCAB was designated nonattainment for lead under the new federal and existing state AAQS as a result of large industrial emitters. Remaining areas within the SoCAB are unclassified.

Existing Ambient Air Quality

Existing levels of ambient air quality and historical trends and projections in the vicinity of the project site are best documented by measurements taken by the SCAQMD. The project site is located within Source Receptor Area (SRA) 11 – South San Gabriel Valley. The air quality monitoring station closest to the project site is the Pomona Monitoring Station. This station monitors O₃, CO, and NO₂. Data for PM₁₀ and PM_{2.5} is supplemented by the Azusa Monitoring Station and data for SO₂ is supplemented by the Fontana – Arrow Highway Monitoring Station. The most current five years of data monitored at these monitoring stations are included in Table 3, *Ambient Air Quality Monitoring Summary*. The data show recurring violations of both the state and federal O₃ standards. The data also indicate that the area regularly exceeds the state PM₁₀ standards and federal PM_{2.5} standard. The CO, SO₂, and NO₂ standard have not been violated in the last five years.

Table 3 Ambient Air Quality Monitoring Summary

Pollutant/Standard	Number of Days Threshold Were Exceeded and Maximum Levels during Such Violations				
	2010	2011	2012	2013	2014
Ozone (O₃)¹					
State 1-Hour ≥ 0.09 ppm (days exceed threshold)	9	15	21	12	22
State 8-hour ≥ 0.07 ppm (days exceed threshold)	12	24	30	22	56
Federal 8-Hour > 0.075 ppm (days exceed threshold)	4	16	15	15	33
Max. 1-Hour Conc. (ppm)	0.115	0.119	0.117	0.125	0.123
Max. 8-Hour Conc. (ppm)	0.082	0.096	0.093	0.100	0.100
Carbon Monoxide (CO)¹					
State 8-Hour > 9.0 ppm (days exceed threshold)	0	0	0	*	*
Federal 8-Hour ≥ 9.0 ppm (days exceed threshold)	0	0	0	*	*
Max. 8-Hour Conc. (ppm)	1.80	1.72	1.47	*	*
Nitrogen Dioxide (NO₂)¹					
State 1-Hour ≥ 0.18 ppm (days exceed threshold)	0	0	0	0	0
Federal 1-Hour ≥ 0.100 ppm (days exceed threshold)	0	0	0	0	0
Max. 1-Hour Conc. (ppb)	97	87	81	78	88
Sulfur Dioxide (SO₂)³					
State 24-Hour ≥ 0.04 ppm (days exceed threshold)	0	0	0	0	*
Federal 24-Hour ≥ 0.14 ppm (days exceed threshold)	0	0	0	0	*
Max 24-Hour Conc. (ppm)	0.002	0.003	0.004	0.001	*
Coarse Particulates (PM₁₀)²					
State 24-Hour > 50 µg/m ³ (days exceed threshold)	5	8	6	6	21
Federal 24-Hour > 150 µg/m ³ (days exceed threshold)	0	0	0	0	0
Max. 24-Hour Conc. (µg/m ³)	68.0	63.0	77.0	74.0	94.0
Fine Particulates (PM_{2.5})²					
Federal 24-Hour > 35 µg/m ³ (days exceed threshold)	1	2	1	0	0
Max. 24-Hour Conc. (µg/m ³)	44.4	94.6	39.6	29.6	32.4

Source: CARB 2015.
 ppm: parts per million; parts per billion, µg/m³: micrograms per cubic meter
 Notes: * Data not available.

¹ Data obtained from the Pomona Monitoring Station.
² Data obtained from the Azusa Monitoring Station.
³ Data obtained from the Fontana - Arrow Highway Monitoring Station.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases.

Residential areas are also considered to be sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Schools are also considered sensitive receptors, as children are present for extended durations and engage in regular outdoor activities. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory

functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial and commercial areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, as the majority of the workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the public.

Methodology

Projected construction-related air pollutant emissions are calculated using the California Emissions Estimator Model (CalEEMod), Version 2013.2.2, distributed by the California Air Pollutant Control Officers Association (CAPCOA). CalEEMod compiles an emissions inventory of construction (fugitive dust, off-gas emissions, onroad emissions, and offroad emissions), area sources, indirect emissions from energy use, mobile sources, indirect emissions from waste disposal (annual only), and indirect emissions from water/wastewater (annual only) use. The calculated emissions of the project are compared to thresholds of significance for individual projects using the SCAQMD's CEQA Air Quality Analysis Guidance Handbook.

Thresholds of Significance

The analysis of the proposed project's air quality impacts follows the guidance and methodologies recommended in SCAQMD's *CEQA Air Quality Handbook* and the significance thresholds on SCAQMD's website.³ CEQA allows the significance criteria established by the applicable air quality management or air pollution control district to be used to assess impacts of a project on air quality. SCAQMD has established thresholds of significance for regional air quality emissions for construction activities and project operation. In addition to the daily thresholds listed above, projects are also subject to the AAQS. These are addressed through an analysis of localized CO impacts and localized significance thresholds (LSTs).

REGIONAL SIGNIFICANCE THRESHOLDS

SCAQMD has adopted regional construction and operational emissions thresholds to determine a project's cumulative impact on air quality in the SoCAB. Table 4, *SCAQMD Significance Thresholds*, lists SCAQMD's regional significance thresholds.

Table 4 SCAQMD Significance Thresholds

Air Pollutant	Construction Phase	Operational Phase
Reactive Organic Gases (ROGs)/ Volatile Organic Compounds (VOCs)	75 lbs/day	55 lbs/day
Nitrogen Oxides (NO _x)	100 lbs/day	55 lbs/day
Carbon Monoxide (CO)	550 lbs/day	550 lbs/day
Sulfur Oxides (SO _x)	150 lbs/day	150 lbs/day
Particulates (PM ₁₀)	150 lbs/day	150 lbs/day
Particulates (PM _{2.5})	55 lbs/day	55 lbs/day

Source: SCAQMD 2011.

³ SCAQMD's Air Quality Significance Thresholds are current as of March 2011 and can be found here: <http://www.aqmd.gov/ceqa/hdbk.html>.

CO HOTSPOTS

Areas of vehicle congestion have the potential to create pockets of CO called hot spots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hot spots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds. Typically, for an intersection to exhibit a significant CO concentration, it would operate at level of service (LOS) E or worse without improvements (Caltrans 1997). However, at the time of the 1993 Handbook, the SoCAB was designated nonattainment under the California AAQS and National AAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the SoCAB and in the state have steadily declined. In 2007, the SoCAB was designated in attainment for CO under both the California AAQS and National AAQS. The CO hot spot analysis conducted for the attainment by SCAQMD for busiest intersections in Los Angeles during the peak morning and afternoon periods plan did not predict a violation of CO standards.⁴ As identified in SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SoCAB in previous years, prior to redesignation, were a result of unusual meteorological and topographical conditions and not a result of congestion at a particular intersection. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (BAAQMD 2011).

LOCALIZED SIGNIFICANCE THRESHOLDS

SCAQMD developed LSTs for emissions of NO₂, CO, PM₁₀, and PM_{2.5} generated at the project site (offsite mobile-source emissions are not included in the LST analysis). LSTs represent the maximum emissions at a project site that are not expected to cause or contribute to an exceedance of the most stringent federal or state AAQS and are shown in Table 5, *SCAQMD Localized Significance Thresholds*.

To assist lead agencies, SCAQMD developed screening-level LSTs to back-calculate the mass amount (lbs. per day) of emissions generated onsite that would trigger the levels shown in Table 5 for projects under 5-acres. These “screening-level” LSTs tables are the localized significance thresholds for all projects of five acres and less; however, it can be used as screening criteria for larger projects to determine whether or not dispersion modeling may be required to compare concentrations of air pollutants generated by the project to the localized concentrations shown in Table 5.

⁴ The four intersections were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning peak hour and LOS F in the evening peak hour.

Table 5 SCAQMD Localized Significance Thresholds

Air Pollutant (Relevant AAQS)	Concentration
1-Hour CO Standard (CAAQS)	20 ppm
8-Hour CO Standard (CAAQS)	9.0 ppm
1-Hour NO ₂ Standard (CAAQS)	0.18 ppm
Annual NO ₂ Standard (CAAQS)	0.03 ppm
24-Hour PM ₁₀ Standard – Construction (SCAQMD) ¹	10.4 µg/m ³
24-Hour PM _{2.5} Standard – Construction (SCAQMD) ¹	10.4 µg/m ³
24-Hour PM ₁₀ Standard – Operation (SCAQMD) ¹	2.5 µg/m ³
24-Hour PM _{2.5} Standard – Operation (SCAQMD) ¹	2.5 µg/m ³

Source: SCAQMD 2011.

ppm – parts per million; µg/m³ – micrograms per cubic meter

¹ Threshold is based on SCAQMD Rule 403. Since the SoCAB is in nonattainment for PM₁₀ and PM_{2.5}, the threshold is established as an allowable change in concentration. Therefore, background concentration is irrelevant.

LST analysis for construction is applicable to all projects of five acres and less; however, it can be used as screening criteria for larger projects to determine whether or not dispersion modeling may be required. In accordance with SCAQMD’s LST methodology, construction LSTs are based on the acreage disturbed per day based on equipment use. The construction LSTs for the project site in SRA 11 are shown in Table 6, *SCAQMD Screening-Level Construction Localized Significance Thresholds*.

Table 6 SCAQMD Construction Localized Significance Thresholds

Acreage Disturbed	Threshold (lbs/day) ¹			
	Nitrogen Oxides (NO _x)	Carbon Monoxide (CO)	Coarse Particulates (PM ₁₀)	Fine Particulates (PM _{2.5})
≤1.00 Acre Disturbed Per Day	83	673	253.12	150.82
1.50 Acres Disturbed Per Day	102	852	258.16	154.90
3.50 Acres Disturbed Per Day	152	1,422	275.73	169.17
4.00 Acres Disturbed Per Day	162	1,553	279.91	172.56

Source: SCAQMD 2008c, Based on receptors in SRA 11.

¹ NO_x and CO construction LSTs are based on non-residential receptors within 82 feet (25 meters) in SRA 11. PM₁₀ and PM_{2.5} construction LSTs are based on residential receptors within 2,700 feet (823 meters) in SRA 11.

The project is an industrial/warehousing project that has the potential to emit substantial sources of stationary emissions. Operational LSTs are also an air quality impact of concern associated with the project. The operational LSTs in SRA 11 are shown in Table 7, *SCAQMD Screening-Level Operational Localized Significance Thresholds*.

Table 7 SCAQMD Screening-Level Operational Localized Significance Thresholds

Air Pollutant	Threshold (lbs/day)
	Operational ¹
Nitrogen Oxides (NO _x)	183
Carbon Monoxide (CO)	1,814
Coarse Particulates (PM ₁₀)	69.76
Fine Particulates (PM _{2.5})	42.22

Source: SCAQMD 2008c, Based on receptors in SRA 11.

¹ NO_x and CO operation LSTs are based on non-residential receptors within 82 feet (25 meters) of a 5-acre site in SRA 11. PM₁₀ and PM_{2.5} operation LSTs are based on residential receptors within 2,700 feet (823 meters) of a 5-acre site in SRA 11.

HEALTH RISK THRESHOLDS

A project would expose sensitive receptors to elevated pollutant concentrations if it would place the project in an area with pollutant concentrations above ambient concentrations in the SoCAB. Recent air pollution studies have shown an association between proximity to major air pollution sources and a variety of health effects, which are attributed to a high concentration of air pollutants. Guidance from the CARB and the CAPCOA recommends the evaluation of vehicle-generated emissions when freeways are within 500 feet of sensitive land uses (i.e., residences, schools, daycare centers, and hospitals).

Whenever a project would require use of chemical compounds that have been identified in SCAQMD Rule 1401, placed on CARB’s air toxics list pursuant to AB 1807, or placed on the EPA’s National Emissions Standards for Hazardous Air Pollutants, a health risk assessment is required by the SCAQMD. Table 8, *SCAQMD Toxic Air Contaminants Incremental Risk Thresholds*, lists the SCAQMD’s TAC incremental risk thresholds for operation of a project. Residential, commercial, and office uses do not use substantial quantities of TACs, and these thresholds are typically applied for new industrial projects. Although not officially adopted by SCAQMD, these thresholds are also commonly used to determine air quality land use compatibility of a project with major sources of TACs within 1,000 feet of a proposed project. The proposed project is not considered a sensitive land use and is not a substantial generator of TACs that would require permitting by SCAQMD.

Table 8 SCAQMD Toxic Air Contaminants Incremental Risk Thresholds

Maximum Incremental Cancer Risk	≥ 10 in 1 million
Hazard Index (project increment)	≥ 1.0
Cancer Burden in areas ≥ 1 in 1 million	> 0.5 excess cancer cases

Source: SCAQMD 2015b.

GREENHOUSE GAS EMISSIONS

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHG, to the atmosphere. Climate change is the variation of Earth's climate over time, whether due to natural variability or as a result of human activities. The primary source of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHG—water vapor,⁵ carbon (CO₂), methane (CH₄), and ozone (O₃)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001).⁶ The major GHG are briefly described below.

- **Carbon dioxide (CO₂)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g. manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.
- **Methane (CH₄)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in municipal landfills and water treatment facilities.
- **Nitrous oxide (N₂O)** is emitted during agricultural and industrial activities as well as during combustion of fossil fuels and solid waste.
- **Fluorinated gases** are synthetic, strong GHGs that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances. These gases are typically emitted in smaller quantities, but because they are potent GHGs, they are sometimes referred to as high global-warming-potential (GWP) gases.
 - **Chlorofluorocarbons (CFCs)** are GHGs covered under the 1987 Montreal Protocol and used for refrigeration, air conditioning, packaging, insulation, solvents, or aerosol propellants. Since they are not destroyed in the lower atmosphere (troposphere, stratosphere), CFCs drift into the upper atmosphere where, given suitable conditions, they break down ozone. These gases are also ozone-

⁵ Water vapor (H₂O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

⁶ Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities (CARB 2014b). However, state and national GHG inventories do not yet include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

depleting gases and are therefore being replaced by other compounds that are GHGs covered under the Kyoto Protocol.

- **Perfluorocarbons (PFCs)** are a group of human-made chemicals composed of carbon and fluorine only. These chemicals (predominantly perfluoromethane [CF₄] and perfluoroethane [C₂F₆]) were introduced as alternatives, along with HFCs, to the ozone-depleting substances. In addition, PFCs are emitted as by-products of industrial processes and are used in manufacturing. PFCs do not harm the stratospheric ozone layer, but they have a high global warming potential.
- **Sulfur Hexafluoride (SF₆)** is a colorless gas soluble in alcohol and ether, slightly soluble in water. SF₆ is a strong GHG used primarily in electrical transmission and distribution systems as an insulator.
- **Hydrochlorofluorocarbons (HCFCs)** contain hydrogen, fluorine, chlorine, and carbon atoms. Although ozone-depleting substances, they are less potent at destroying stratospheric ozone than CFCs. They have been introduced as temporary replacements for CFCs and are also GHGs.
- **Hydrofluorocarbons (HFCs)** contain only hydrogen, fluorine, and carbon atoms. They were introduced as alternatives to ozone-depleting substances to serve many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are also used in manufacturing. They do not significantly deplete the stratospheric ozone layer, but they are strong GHGs (IPCC 2001; EPA 2012).

GHGs are dependent on the lifetime or persistence of the gas molecule in the atmosphere. Some GHGs have stronger greenhouse effects than others. These are referred to as high GWP gases. The GWP of GHG emissions are shown in Table 9, *GHG Emissions and Their Relative Global Warming Potential Compared to CO₂*. The GWP is used to convert GHGs to CO₂-equivalence (CO₂e) to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. For example, under IPCC's Second Assessment Report GWP values for CH₄, a project that generates 10 metric tons (MT) of CH₄ would be equivalent to 210 MT of CO₂.⁷

⁷ CO₂-equivalence is used to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. The global warming potential of a GHG is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

Table 9 GHG Emissions and Their Relative Global Warming Potential Compared to CO₂

GHGs	Atmospheric Lifetime (Years)	Second Assessment Report Global Warming Potential Relative to CO ₂ ¹	Fourth Assessment Report Global Warming Potential Relative to CO ₂ ¹
Carbon Dioxide (CO ₂)	50 to 200	1	1
Methane ² (CH ₄)	12 (±3)	21	25
Nitrous Oxide (N ₂ O)	120	310	298
Hydrofluorocarbons:			
HFC-23	264	11,700	14,800
HFC-32	5.6	650	675
HFC-125	32.6	2,800	3,500
HFC-134a	14.6	1,300	1,430
HFC-143a	48.3	3,800	4,470
HFC-152a	1.5	140	124
HFC-227ea	36.5	2,900	3,220
HFC-236fa	209	6,300	9,810
HFC-4310mee	17.1	1,300	1,030
Perfluoromethane: CF ₄	50,000	6,500	7,390
Perfluoroethane: C ₂ F ₆	10,000	9,200	12,200
Perfluorobutane: C ₄ F ₁₀	2,600	7,000	8,860
Perfluoro-2-methylpentane: C ₆ F ₁₄	3,200	7,400	9,300
Sulfur Hexafluoride (SF ₆)	3,200	23,900	22,800

Source: IPCC 200; IPCC 2007.

Notes: The IPCC has published updated global warming potential (GWP) values in its Fifth Assessment Report (2013) that reflect new information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO₂ (radiative forcing is the difference of energy from sunlight received by the earth and radiated back into space). However, GWP values identified in the Second Assessment Report are still used by SCAQMD to maintain consistency in GHG emissions modeling. In addition, the 2008 Scoping Plan was based on the GWP values in the Second Assessment Report.

¹ Based on 100-year time horizon of the GWP of the air pollutant relative to CO₂ (IPCC 2001 and IPCC 2007).

² The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO₂ is not included.

Regulatory Settings

REGULATION OF GHG EMISSIONS ON A NATIONAL LEVEL

The U.S. Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPA’s final findings respond to the 2007 U.S. Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings do not in and of themselves impose any emission reduction requirements, but allow the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation (USEPA 2009).

The EPA’s endangerment finding covers emissions of six key GHGs—CO₂, CH₄, N₂O, hydro fluorocarbons, per fluorocarbons, and SF₆—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world (the first three are applicable to the proposed project).

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 metric tons (MT) or more of CO₂ per year are required to submit an annual report.

US Mandatory Report Rule for GHGs (2009)

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 MT or more of CO₂ per year are required to submit an annual report.

Update to Corporate Average Fuel Economy Standards (2010/2012)

The current Corporate Average Fuel Economy (CAFE) standards (for model years 2011 to 2016) incorporate stricter fuel economy requirements promulgated by the federal government and California into one uniform standard. Additionally, automakers are required to cut GHG emissions in new vehicles by roughly 25 percent by 2016 (resulting in a fleet average of 35.5 miles per gallon [mpg] by 2016). Rulemaking to adopt these new standards was completed in 2010. California agreed to allow automakers who show compliance with the national program to also be deemed in compliance with state requirements. The federal government issued new standards in 2012 for model years 2017–2025, which will require a fleet average of 54.5 mpg in 2025.

EPA Regulation of Stationary Sources under the Clean Air Act (Ongoing)

Pursuant to its authority under the CAA, the EPA has been developing regulations for new stationary sources such as power plants, refineries, and other large sources of emissions. Pursuant to the President's 2013 Climate Action Plan, the EPA will be directed to also develop regulations for existing stationary sources.

REGULATION OF GHG EMISSIONS ON A STATE LEVEL

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order S-3-05, Assembly Bill 32, and Senate Bill 375.

Executive Order S-3-05

Executive Order S-3-05, signed June 1, 2005. Executive Order S-3-05 set the following GHG reduction targets for the State:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

Executive Order B-30-15

Executive Order B-30-15, signed April 29, 2015, sets a goal of reducing GHG emissions within the state to 40 percent of 1990 levels by year 2030. Executive Order B-30-15 also directs CARB to update the Scoping Plan to quantify the 2030 GHG reduction goal for the State and requires state agencies to implement measures to meet the interim 2030 goal of Executive Order B-30-15 as well as the long-term goal for 2050 in Executive Order S-03-5. It also requires the Natural Resources Agency to conduct triennial updates the

California adaptation strategy, Safeguarding California, in order to ensure climate change is accounted for in State planning and investment decisions.

Assembly Bill 32

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Assembly Bill 32 (AB 32), the Global Warming Solutions Act. AB 32 was passed by the California state legislature on August 31, 2006, to place the state on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in Executive Order S-3-05.

CARB 2008 Scoping Plan

The final Scoping Plan was adopted by CARB on December 11, 2008. AB 32 directed CARB to adopt discrete early action measures to reduce GHG emissions and outline additional reduction measures to meet the 2020 target. In order to effectively implement the emissions cap, AB 32 directed CARB to establish a mandatory reporting system to track and monitor GHG emissions levels for large stationary sources that generate more than 25,000 MT of CO₂e per year, prepare a plan demonstrating how the 2020 deadline can be met, and develop appropriate regulations and programs to implement the plan by 2012.

The 2008 Scoping Plan identified that GHG emissions in California are anticipated to be approximately 596 MMTCO₂e in 2020. In December 2007, CARB approved a 2020 emissions limit of 427 MMTCO₂e (471 million tons) for the state. The 2020 target requires a total emissions reduction of 169 MMTCO₂e, 28.5 percent from the projected emissions of the business-as-usual (BAU) scenario for the year 2020 (i.e., 28.5 percent of 596 MMTCO₂e) (CARB 2008).⁸

Since release of the 2008 Scoping Plan, CARB has updated the statewide GHG emissions inventory to reflect GHG emissions in light of the economic downturn and of measures not previously considered in the 2008 Scoping Plan baseline inventory. The updated forecast predicts emissions to be 545 MMTCO₂e by 2020. The revised BAU 2020 forecast shows that the state would have to reduce GHG emissions by 21.7 percent from BAU. The new inventory also identifies that if the updated 2020 forecast includes the reductions assumed from implementation of Pavley (26 MMTCO₂e of reductions) and the 33 per cent RPS (12 MMTCO₂e of reductions) the forecast would be 507 MMTCO₂e in 2020, and then an estimated 80 MMTCO₂e of additional reductions are necessary to achieve the statewide emissions reduction of AB 32 by 2020, or a 15.7 percent of the projected emissions compared to BAU in year 2020 (i.e., 15.7 percent of 507 MMTCO₂e) (CARB 2012).

Key elements of CARB's GHG reduction plan that may be applicable to the project include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards (adopted and cycle updates in progress).
- Achieving a mix of 33 percent for energy generation from renewable sources (anticipated by 2020).

⁸ CARB defines BAU in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

- A California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system for large stationary sources (adopted 2011).
- Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets (several Sustainable Communities Strategies have been adopted).
- Adopting and implementing measures pursuant to state laws and policies, including California's clean car standards (amendments to the Pavley Standards adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (LCFS) (adopted 2009).
- Creating target fees, including a public goods charge on water use, fees on high GWP gases, and a fee to fund the administrative costs of the state's long-term commitment to AB 32 implementation (in progress).

Table 10, *Scoping Plan Greenhouse Gas Reduction Measures and Reductions Toward 2020 Target*, shows the proposed reductions from regulations and programs outlined in the 2008 Scoping Plan. Although local government operations were not accounted for in achieving the 2020 emissions reduction, CARB estimates that land use changes implemented by local governments that integrate jobs, housing, and services result in a reduction of 5 MMTCO₂e, which is approximately 3 percent of the 2020 GHG emissions reduction goal. In recognition of the critical role that local governments play in the successful implementation of AB 32, CARB is recommending GHG reduction goals of 15 percent of today's levels by 2020 to ensure that municipal and community-wide emissions match the state's reduction target.⁹ Measures that local governments take to support shifts in land use patterns are anticipated to emphasize compact, low-impact growth over development in greenfields, resulting in fewer VMT (CARB 2008).

⁹ The Scoping Plan references a goal for local governments to reduce community GHG emissions by 15 percent from current (interpreted as 2008) levels by 2020, but it does not rely on local GHG reduction targets established by local governments to meet the state's GHG reduction target of AB 32.

Table 10 Scoping Plan Greenhouse Gas Reduction Measures and Reductions Toward 2020 Target

Recommended Reduction Measures	Reductions Counted toward 2020 Target of 169 MMT CO _{2e}	Percentage of Statewide 2020 Target
Cap and Trade Program and Associated Measures		
California Light-Duty Vehicle GHG Standards	31.7	19%
Energy Efficiency	26.3	16%
Renewable Portfolio Standard (33 percent by 2020)	21.3	13%
Low Carbon Fuel Standard	15	9%
Regional Transportation-Related GHG Targets ¹	5	3%
Vehicle Efficiency Measures	4.5	3%
Goods Movement	3.7	2%
Million Solar Roofs	2.1	1%
Medium/Heavy Duty Vehicles	1.4	1%
High Speed Rail	1.0	1%
Industrial Measures	0.3	0%
Additional Reduction Necessary to Achieve Cap	34.4	20%
Total Cap and Trade Program Reductions	146.7	87%
Uncapped Sources/Sectors Measures		
High Global Warming Potential Gas Measures	20.2	12%
Sustainable Forests	5	3%
Industrial Measures (for sources not covered under cap and trade program)	1.1	1%
Recycling and Waste (landfill methane capture)	1	1%
Total Uncapped Sources/Sectors Reductions	27.3	16%
Total Reductions Counted toward 2020 Target	174	100%
Other Recommended Measures – Not Counted toward 2020 Target		
State Government Operations	1.0 to 2.0	1%
Local Government Operations ²	To Be Determined ²	NA
Green Buildings	26	15%
Recycling and Waste	9	5%
Water Sector Measures	4.8	3%
Methane Capture at Large Dairies	1	1%
Total Other Recommended Measures – Not Counted toward 2020 Target	42.8	NA

Source: CARB 2008. Note: the percentages in the right-hand column add up to more than 100 percent because the emissions reduction goal is 169 MMTCO_{2e} and the Scoping Plan identifies 174 MMTCO_{2e} of emissions reductions strategies.
MMTCO_{2e}: million metric tons of CO_{2e}

¹ Reductions represent an estimate of what may be achieved from local land use changes. It is not the SB 375 regional target. A discussion of the regional targets for the Southern California Region and local land use changes recommended within the Southern California Association of Government’s (SCAG) Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) are included later in this section.

² According to the Measure Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately 2 percent through land use planning, resulting in a potential GHG reduction of 2 million metric tons of CO_{2e} (or approximately 1.2 percent of the GHG reduction target). However, these reductions were not included in the Scoping Plan reductions to achieve the 2020 target.

2014 Scoping Plan Update

CARB recently completed a five-year update to the 2008 Scoping Plan, as required by AB 32. The final Update to the Scoping Plan was released in May, and CARB adopted it at the May 22, 2014, board hearing. The Update to the Scoping Plan defines CARB’s climate change priorities for the next five years and lays the

groundwork to reach post-2020 goals in Executive Orders S-3-05 and B-16-2012. The update includes the latest scientific findings related to climate change and its impacts, including short-lived climate pollutants. The GHG target identified in the 2008 Scoping Plan is based on IPCC's GWPs identified in the Second and Third Assessment Reports (see Table 5.4-1). IPCC's Fourth and Fifth Assessment Reports identified more recent GWP values based on the latest available science. CARB recalculated the 1990 GHG emission levels with the updated GWPs in the Fourth Assessment Report, and the 427 MMTCO_{2e} 1990 emissions level and 2020 GHG emissions limit, established in response to AB 32, is slightly higher, at 431 MMTCO_{2e} (CARB 2014b).

The update highlights California's progress toward meeting the near-term 2020 GHG emission reduction goals defined in the original 2008 Scoping Plan. As identified in the Update to the Scoping Plan, California is on track to meeting the goals of AB 32. However, the Update to the Scoping Plan also addresses the state's longer-term GHG goals within a post-2020 element. The post-2020 element provides a high level view of a long-term strategy for meeting the 2050 GHG goals, including a recommendation for the state to adopt a mid-term target. According to the Update to the Scoping Plan, local government reduction targets should chart a reduction trajectory that is consistent with, or exceeds, the trajectory created by statewide goals (CARB 2014b).

According to the Update to the Scoping Plan, reducing emissions to 80 percent below 1990 levels will require a fundamental shift to efficient, clean energy in every sector of the economy. Progressing toward California's 2050 climate targets will require significant acceleration of GHG reduction rates. Emissions from 2020 to 2050 will have to decline several times faster than the rate needed to reach the 2020 emissions limit (CARB 2014a).

The new Executive Order B-30-15 requires CARB to prepare another update to the Scoping Plan to address the 2030 target for the State. It is anticipated the Scoping Plan will be updated within the next five years to address the new 2030 interim target to achieve a 40 percent reduction below 1990 levels by 2030.

SB 375 – Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS)

In 2008, SB 375 was adopted and was intended to represent the implementation mechanism necessary to achieve the GHG emissions reductions targets established in the Scoping Plan for the transportation sector as it relates to local land use decisions that affect travel behavior. Implementation is intended to reduce GHG emissions from light-duty trucks and automobiles (excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations with local land use planning to reduce vehicle miles traveled and vehicle trips. Specifically, SB 375 requires CARB to establish GHG emissions reduction targets for each of the 17 regions in California managed by a metropolitan planning organization (MPO). Pursuant to the recommendations of the Regional Transportation Advisory Committee, CARB adopted per capita reduction targets for each of the MPOs rather than a total magnitude reduction target. SCAG is the MPO for the southern California region, which includes the counties of Los Angeles, Orange, San Bernardino County, Riverside, Ventura, and Imperial. SCAG's targets are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035.

The 2020 targets are smaller than the 2035 targets because a significant portion of the built environment in 2020 has been defined by decisions that have already been made. In general, the 2020 scenarios reflect that more time is needed for large land use and transportation infrastructure changes. Most of the reductions in the interim are anticipated to come from improving the efficiency of the region's existing transportation network. Adherence to the targets would result in 3 MMTCO_{2e} reductions by 2020 and 15 MMTCO_{2e} reductions by 2035. Based on these reductions, the passenger vehicle target in CARB's Scoping Plan (for AB 32) would be met (CARB 2010).

SCAG 2012 RTP/SCS

SB 375 requires the MPOs to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plan. For the SCAG region, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted April 2012 (SCAG 2012). The SCS sets forth a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The SCS is meant to provide growth strategies that will achieve the regional GHG emissions reduction targets. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers.

Assembly Bill 1493

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model year 2017 through 2025 light-duty vehicles (see also the discussion on the update to the CAFE standards under *Federal Laws*, above). In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.

Executive Order S-1-07

On January 18, 2007, the state set a new low carbon fuel standard (LCFS) for transportation fuels sold within the state. Executive Order S-1-07 sets a declining standard for GHG emissions measured in carbon dioxide equivalent gram per unit of fuel energy sold in California. The LCFS requires a reduction of 2.5 percent in the carbon intensity of California's transportation fuels by 2015 and a reduction of at least 10 percent by 2020. The standard applies to refiners, blenders, producers, and importers of transportation fuels, and would use market-based mechanisms to allow these providers to choose how they reduce emissions during the "fuel cycle" using the most economically feasible methods.

Executive Order B-16-2012

On March 23, 2012, the state identified that CARB, the California Energy Commission (CEC), the Public Utilities Commission, and other relevant agencies worked with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to accommodate zero-emissions vehicles in major metropolitan areas, including infrastructure to support them (e.g., electric vehicle charging stations). The executive order also directs the number of zero-emission vehicles in California's state vehicle fleet to increase through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles are zero-emission by 2015 and at least 25 percent by 2020. The executive order also establishes a target for the transportation sector of reducing GHG emissions from the transportation sector 80 percent below 1990 levels.

Senate Bills 1078 and 107, and Executive Order S-14-08

A major component of California's Renewable Energy Program is the renewable portfolio standard (RPS) established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. CARB has now approved an even higher goal of 33 percent by 2020. In 2011, the state legislature adopted this higher standard in SBX1-2. Executive Order S-14-08 was signed in November 2008, which expands the state's Renewable Energy Standard to 33 percent renewable power by 2020. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production will decrease indirect GHG emissions from development projects because electricity production from renewable sources is generally considered carbon neutral.

California Building Standards Code – Building and Energy Efficiency Standards

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission in June 1977 and most recently revised in 2013 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On May 31, 2012, the CEC adopted the 2013 Building and Energy Efficiency Standards, which went into effect July 1, 2014. Buildings that are constructed in accordance with the 2013 Building and Energy Efficiency Standards are 25 percent (residential) to 30 percent (nonresidential) more energy efficient than the 2008 standards as a result of better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses.

Most recently, the CEC adopted the 2016 Building and Energy Efficiency Standards. The 2016 Standards will continue to improve upon the current 2013 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. These standards will go into effect on January 1, 2017. Under the 2016 Standards, residential buildings are 28 percent more energy efficient than the 2013 Standards while non-residential buildings are 5 percent more energy efficient than the 2013 Standards (CEC 2015a).

The 2016 standards will not get us to zero net energy (ZNE). However, they do get us very close to the State's goal and make important steps toward changing residential building practices in California. The 2019 standards will take the final step to achieve ZNE for newly constructed residential buildings throughout California (CEC 2015b).

California Building Standards Code – CALGreen

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11, Title 24, known as "CALGreen") was adopted as part of the California Building Standards Code (Title 24, CCR). CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.¹⁰ The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011 and were updated most recently in 2013.

2006 Appliance Efficiency Regulations

The 2006 Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608) were adopted by the California Energy Commission on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non-federally regulated appliances. Though these regulations are now often viewed as "business-as-usual," they exceed the standards imposed by all other states and they reduce GHG emissions by reducing energy demand.

Thresholds of Significance

The CEQA Guidelines recommend that a lead agency consider the following when assessing the significance of impacts from GHG emissions on the environment:

1. The extent to which the project may increase (or reduce) GHG emissions as compared to the existing environmental setting;
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;
3. The extent to which the project complies with regulations or requirements adopted to implement an adopted statewide, regional, or local plan for the reduction or mitigation of GHG emissions.¹¹

¹⁰ The green building standards became mandatory in the 2010 edition of the code.

¹¹ The Governor's Office of Planning and Research recommendations include a requirement that such a plan must be adopted through a public review process and include specific requirements that reduce or mitigate the project's incremental contribution of GHG emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable, notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

To provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, SCAQMD has convened a GHG CEQA Significance Threshold Working Group (Working Group). Based on the last Working Group meeting (Meeting No. 15) held in September 2010, SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency:

- **Tier 1.** If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.
- **Tier 2.** If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant.

For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, SCAQMD requires an assessment of GHG emissions. SCAQMD is proposing a screening-level threshold of 3,000 MTCO_{2e} annually for all land use types or the following land-use-specific thresholds: 1,400 MTCO_{2e} for commercial projects, 3,500 MTCO_{2e} for residential projects, or 3,000 MTCO_{2e} for mixed-use projects. This bright-line threshold is based on a review of the Governor's Office of Planning and Research database of CEQA projects. Based on their review of 711 CEQA projects, 90 percent of CEQA projects would exceed the bright-line thresholds identified above. Therefore, projects that do not exceed the bright-line threshold would have a nominal, and therefore, less than cumulatively considerable impact on GHG emissions:

- **Tier 3.** If GHG emissions are less than the screening-level threshold, project-level and cumulative GHG emissions are less than significant.
- **Tier 4.** If emissions exceed the screening threshold, a more detailed review of the project's GHG emissions is warranted.

SCAQMD has identified an efficiency target for projects that exceed the screening threshold of 4.8 MTCO_{2e} per year per service population (MTCO_{2e}/year/SP) for project-level analyses and 6.6 MTCO_{2e}/year/SP for plan level projects (e.g., program-level projects such as general plans).¹² The per capita efficiency targets are based on the AB 32 GHG reduction target and 2020 GHG emissions inventory prepared for CARB's 2008 Scoping Plan.¹³

For the purpose of this project, SCAQMD's project-level thresholds are used. If projects exceed the bright line and per capita efficiency targets, GHG emissions would be considered potentially significant in the absence of mitigation measures.

¹² It should be noted that the Working Group also considered efficiency targets for 2035 for the first time in this Working Group meeting.

¹³ SCAQMD took the 2020 statewide GHG reduction target for land use only GHG emissions sectors and divided it by the 2020 statewide employment for the land use sectors to derive a per capita GHG efficiency metric that coincides with the GHG reduction targets of AB 32 for year 2020.

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Regional Construction Emissions Worksheet - Unmitigated

Demolition								
		2016	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite								
	Off-Road		1.039	11.7257	6.1172	0.012	0.5344	0.4916
	Total		1.039	11.7257	6.1172	0.012	0.5344	0.4916
Offsite								
	Hauling		0	0	0	0	0	0
	Vendor		0.0372	0.3588	0.4951	8.70E-04	0.0288	0.0118
	Worker		0.0556	0.0746	0.7817	1.65E-03	0.1249	0.0342
	Total		0.0928	0.4334	1.2768	2.52E-03	0.1537	0.0459
TOTAL			1.1318	12.1591	7.3940	0.0145	0.6881	0.5375
Site Preparation								
		2016	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite								
	Fugitive Dust						0.9067	0.0979
	Off-Road		4.946	60.7445	35.3201	0.0553	2.4845	2.2858
	Total		4.946	60.7445	35.3201	0.0553	3.3913	2.3837
Offsite								
	Hauling		0	0	0	0	0	0
	Vendor		0.0372	0.3588	0.4951	8.70E-04	0.0288	0.0118
	Worker		0.0788	0.1057	1.1073	2.33E-03	0.177	0.0484
	Total		0.116	0.4645	1.6025	3.20E-03	0.2058	0.0602
TOTAL			5.0620	61.2090	36.9226	0.0585	3.5971	2.4439
Rough Grading								
		2016	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite								
	Fugitive Dust						0.9067	0.0979
	Off-Road		5.3126	64.9291	38.5581	0.0603	2.6904	2.4752
	Total		5.3126	64.9291	38.5581	0.0603	3.5972	2.5731
Offsite								
	Hauling		0	0	0	0	0	0
	Vendor		0.0372	0.3588	0.4951	8.70E-04	0.0288	0.0118
	Worker		0.0834	0.1119	1.1725	2.47E-03	0.1874	0.0512
	Total		0.1206	0.4707	1.6676	3.34E-03	0.2162	0.063
TOTAL			5.4332	65.3998	40.2257	0.0636	3.8134	2.6361
Rough Grading Soil Haul								
		2016	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite								
	Fugitive Dust						0.0465	7.05E-03
	Off-Road		0	0	0	0	0	0
	Total		0	0	0	0	0.0465	7.05E-03
Offsite								
	Hauling		2.4854	38.0417	31.1318	0.0975	2.6633	1.085
	Vendor		0	0	0	0	0	0
	Worker		0	0	0	0	0	0
	Total		2.4854	38.0417	31.1318	0.0975	2.6633	1.085
TOTAL			2.4854	38.0417	31.1318	0.0975	2.7098	1.0921
Rough Grading + RGSH			7.92	103.44	71.36	0.16	6.52	3.73

Utility Trenching		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	2016						
	Off-Road	0.309	2.9531	2.1888	2.82E-03	0.2274	0.2092
	Total	0.309	2.9531	2.1888	2.82E-03	0.2274	0.2092
Offsite							
	Hauling	0	0	0	0	0	0
	Vendor	0.0372	0.3588	0.4951	8.70E-04	0.0288	0.0118
	Worker	0.0232	0.0311	0.3257	6.90E-04	0.052	0.0142
	Total	0.0604	0.3899	0.8208	1.56E-03	0.0809	0.026
TOTAL		0.3694	3.3430	3.0096	0.0044	0.3083	0.2352

Rough Grading + UT	5.80	68.74	43.24	0.07	4.12	2.87
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Fine Grading		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	2016						
	Fugitive Dust					1.1334	0.1224
	Off-Road	5.4615	68.0743	37.2088	0.0617	2.7226	2.5048
	Total	5.4615	68.0743	37.2088	0.0617	3.8561	2.6272
Offsite							
	Hauling	0	0	0	0	0	0
	Vendor	0.0372	0.3588	0.4951	8.70E-04	0.0288	0.0118
	Worker	0.0788	0.1057	1.1073	2.33E-03	0.177	0.0484
	Total	0.116	0.4645	1.6025	3.20E-03	0.2058	0.0602
TOTAL		5.5775	68.5388	38.8113	0.0649	4.0619	2.6874

Building Construction		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	2016						
	Off-Road	0.6355	6.0739	4.5019	5.81E-03	0.4677	0.4302
	Total	0.6355	6.0739	4.5019	5.81E-03	0.4677	0.4302
Offsite							
	Hauling	0	0	0	0	0	0
	Vendor	0.1301	1.2559	1.733	3.06E-03	0.1009	0.0412
	Worker	0.1761	0.2362	2.4752	5.21E-03	0.3955	0.1082
	Total	0.3062	1.4921	4.2082	8.27E-03	0.4965	0.1494
TOTAL		0.9417	7.566	8.7101	0.01408	0.9642	0.5796

Building Construction Concrete Haul		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	2016						
	Off-Road	0	0	0	0	0	0
	Total	0	0	0	0	0	0
Offsite							
	Hauling	0.1865	2.9018	2.3057	7.46E-03	0.2039	0.083
	Vendor	0.093	0.8971	1.2378	2.18E-03	0.0721	0.0295
	Worker	0.1158	0.1554	1.6284	3.43E-03	0.2602	0.0712
	Total	0.3953	3.9542	5.1719	0.0131	0.5362	0.1837
TOTAL		0.3953	3.9542	5.1719	0.0131	0.5362	0.1837

Building Const + BCCH	1.337	11.5202	13.882	0.02718	1.5004	0.7633
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Architectural Coating		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	2016						
	Architectural Coating	14.0596				0	0
	Off-Road	0.0679	1.1163	1.3126	2.00E-03	0.0459	0.0422
	Total	14.1275	1.1163	1.3126	2.00E-03	0.0459	0.0422
Offsite							
	Hauling	0	0	0	0	0	0
	Vendor	0	0	0	0	0	0
	Worker	0.0417	0.0559	0.5862	1.23E-03	0.0937	0.0256
	Total	0.0417	0.0559	0.5862	1.23E-03	0.0937	0.0256
TOTAL		14.1692	1.1722	1.8988	0.0032	0.1396	0.0678

Asphalt Paving		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	2016						
	Off-Road	1.7315	15.0775	8.4003	0.014	0.8667	0.7974
	Paving	0.8515				0	0
	Total	2.583	15.0775	8.4003	0.014	0.8667	0.7974
Offsite							
	Hauling	0	0	0	0	0	0
	Vendor	0.093	0.8971	1.2378	2.18E-03	0.0721	0.0295
	Worker	0.0834	0.1119	1.1725	2.47E-03	0.1874	0.0512
	Total	0.1764	1.009	2.4103	4.65E-03	0.2594	0.0807
TOTAL		2.7594	16.0865	10.8106	0.0187	1.1261	0.8781

Finishing/Landscaping		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	2016						
	Off-Road	0	0	0	0	0	0
	Paving	0.1548				0	0
	Total	0.1548	0	0	0	0	0
Offsite							
	Hauling	0	0	0	0	0	0
	Vendor	2.32E-03	0.0224	0.031	5.00E-05	1.80E-03	7.40E-04
	Worker	0.0232	0.0311	0.3257	6.90E-04	0.052	0.0142
	Total	0.0255	0.0535	0.3566	7.40E-04	0.0538	0.015
TOTAL		0.1803	0.0535	0.3566	0.0007	0.0538	0.0150

MAX DAILY	14.17	103.44	71.36	0.16	6.52	3.73
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Regional Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	No	Yes	No	No	No	No

Regional Construction Emissions Worksheet - Mitigation A

Demolition							
		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	2016						
	Off-Road	1.039	11.7257	6.1172	0.012	0.5344	0.4916
	Total	1.039	11.7257	6.1172	0.012	0.5344	0.4916
Offsite							
	Hauling	0	0	0	0	0	0
	Vendor	0.0372	0.3588	0.4951	8.70E-04	0.0288	0.0118
	Worker	0.0556	0.0746	0.7817	1.65E-03	0.1249	0.0342
	Total	0.0928	0.4334	1.2768	2.52E-03	0.1537	0.0459
TOTAL		1.1318	12.1591	7.3940	0.0145	0.6881	0.5375
Site Preparation							
		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	2016						
	Fugitive Dust					0.9067	0.0979
	Off-Road	4.946	60.7445	35.3201	0.0553	2.4845	2.2858
	Total	4.946	60.7445	35.3201	0.0553	3.3913	2.3837
Offsite							
	Hauling	0	0	0	0	0	0
	Vendor	0.0372	0.3588	0.4951	8.70E-04	0.0288	0.0118
	Worker	0.0788	0.1057	1.1073	2.33E-03	0.177	0.0484
	Total	0.116	0.4645	1.6025	3.20E-03	0.2058	0.0602
TOTAL		5.0620	61.2090	36.9226	0.0585	3.5971	2.4439
Rough Grading							
		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	2016						
	Fugitive Dust					0.9067	0.0979
	Off-Road	5.3126	64.9291	38.5581	0.0603	2.6904	2.4752
	Total	5.3126	64.9291	38.5581	0.0603	3.5972	2.5731
Offsite							
	Hauling	0	0	0	0	0	0
	Vendor	0.0372	0.3588	0.4951	8.70E-04	0.0288	0.0118
	Worker	0.0834	0.1119	1.1725	2.47E-03	0.1874	0.0512
	Total	0.1206	0.4707	1.6676	3.34E-03	0.2162	0.063
TOTAL		5.4332	65.3998	40.2257	0.0636	3.8134	2.6361
Rough Grading Soil Haul							
		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	2016						
	Fugitive Dust					0.0372	5.64E-03
	Off-Road	0	0	0	0	0	0
	Total	0	0	0	0	0.0372	5.64E-03
Offsite							
	Hauling	1.9883	30.4333	24.9054	0.078	2.1307	0.868
	Vendor	0	0	0	0	0	0
	Worker	0	0	0	0	0	0
	Total	1.9883	30.4333	24.9054	0.078	2.1307	0.868
TOTAL		1.9883	30.4333	24.9054	0.0780	2.1679	0.8736
Rough Grading + RGSH		7.42	95.83	65.13	0.14	5.98	3.51

Utility Trenching			ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite		2016						
	Off-Road		0.309	2.9531	2.1888	2.82E-03	0.2274	0.2092
	Total		0.309	2.9531	2.1888	2.82E-03	0.2274	0.2092
Offsite								
	Hauling		0	0	0	0	0	0
	Vendor		0.0372	0.3588	0.4951	8.70E-04	0.0288	0.0118
	Worker		0.0232	0.0311	0.3257	6.90E-04	0.052	0.0142
	Total		0.0604	0.3899	0.8208	1.56E-03	0.0809	0.026
TOTAL			0.3694	3.3430	3.0096	0.0044	0.3083	0.2352
Rough Grading + RGSH + UT			7.79	99.18	68.14	0.15	6.29	3.74
Rough Grading + UT			5.80	68.74	43.24	0.07	4.12	2.87
Fine Grading			ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite		2016						
	Fugitive Dust						1.1334	0.1224
	Off-Road		5.4615	68.0743	37.2088	0.0617	2.7226	2.5048
	Total		5.4615	68.0743	37.2088	0.0617	3.8561	2.6272
Offsite								
	Hauling		0	0	0	0	0	0
	Vendor		0.0372	0.3588	0.4951	8.70E-04	0.0288	0.0118
	Worker		0.0788	0.1057	1.1073	2.33E-03	0.177	0.0484
	Total		0.116	0.4645	1.6025	3.20E-03	0.2058	0.0602
TOTAL			5.5775	68.5388	38.8113	0.0649	4.0619	2.6874
Building Construction			ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite		2016						
	Off-Road		0.6355	6.0739	4.5019	5.81E-03	0.4677	0.4302
	Total		0.6355	6.0739	4.5019	5.81E-03	0.4677	0.4302
Offsite								
	Hauling		0	0	0	0	0	0
	Vendor		0.1301	1.2559	1.733	3.06E-03	0.1009	0.0412
	Worker		0.1761	0.2362	2.4752	5.21E-03	0.3955	0.1082
	Total		0.3062	1.4921	4.2082	8.27E-03	0.4965	0.1494
TOTAL			0.9417	7.566	8.7101	0.01408	0.9642	0.5796
Building Construction Concrete Haul			ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite		2016						
	Off-Road		0	0	0	0	0	0
	Total		0	0	0	0	0	0
Offsite								
	Hauling		0.1865	2.9018	2.3057	7.46E-03	0.2039	0.083
	Vendor		0.093	0.8971	1.2378	2.18E-03	0.0721	0.0295
	Worker		0.1158	0.1554	1.6284	3.43E-03	0.2602	0.0712
	Total		0.3953	3.9542	5.1719	0.0131	0.5362	0.1837
TOTAL			0.3953	3.9542	5.1719	0.0131	0.5362	0.1837
Building Const + BCCH			1.337	11.5202	13.882	0.02718	1.5004	0.7633

Architectural Coating		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	2016						
	Architectural Coating	14.0596				0	0
	Off-Road	0.0679	1.1163	1.3126	2.00E-03	0.0459	0.0422
	Total	14.1275	1.1163	1.3126	2.00E-03	0.0459	0.0422
Offsite							
	Hauling	0	0	0	0	0	0
	Vendor	0	0	0	0	0	0
	Worker	0.0417	0.0559	0.5862	1.23E-03	0.0937	0.0256
	Total	0.0417	0.0559	0.5862	1.23E-03	0.0937	0.0256
TOTAL		14.1692	1.1722	1.8988	0.0032	0.1396	0.0678

Asphalt Paving		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	2016						
	Off-Road	1.7315	15.0775	8.4003	0.014	0.8667	0.7974
	Paving	0.8515				0	0
	Total	2.583	15.0775	8.4003	0.014	0.8667	0.7974
Offsite							
	Hauling	0	0	0	0	0	0
	Vendor	0.093	0.8971	1.2378	2.18E-03	0.0721	0.0295
	Worker	0.0834	0.1119	1.1725	2.47E-03	0.1874	0.0512
	Total	0.1764	1.009	2.4103	4.65E-03	0.2594	0.0807
TOTAL		2.7594	16.0865	10.8106	0.0187	1.1261	0.8781

Finishing/Landscaping		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	2016						
	Off-Road	0	0	0	0	0	0
	Paving	0.1548				0	0
	Total	0.1548	0	0	0	0	0
Offsite							
	Hauling	0	0	0	0	0	0
	Vendor	0	0	0	0	0	0
	Worker	0.0232	0.0311	0.3257	6.90E-04	0.052	0.0142
	Total	0.0232	0.0311	0.3257	6.90E-04	0.052	0.0142
TOTAL		0.1780	0.0311	0.3257	0.0007	0.0520	0.0142

MAX DAILY	14.17	99.18	68.14	0.15	6.29	3.74
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Regional Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

Regional Construction Emissions Worksheet - Mitigation B

Demolition							
		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite		2016					
	Off-Road	1.039	11.7257	6.1172	0.012	0.5344	0.4916
	Total	1.039	11.7257	6.1172	0.012	0.5344	0.4916
Offsite		2016					
	Hauling	0	0	0	0	0	0
	Vendor	0.0372	0.3588	0.4951	8.70E-04	0.0288	0.0118
	Worker	0.0556	0.0746	0.7817	1.65E-03	0.1249	0.0342
	Total	0.0928	0.4334	1.2768	2.52E-03	0.1537	0.0459
TOTAL		1.1318	12.1591	7.3940	0.0145	0.6881	0.5375
Site Preparation							
		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite		2016					
	Fugitive Dust					0.9067	0.0979
	Off-Road	4.946	60.7445	35.3201	0.0553	2.4845	2.2858
	Total	4.946	60.7445	35.3201	0.0553	3.3913	2.3837
Offsite		2016					
	Hauling	0	0	0	0	0	0
	Vendor	0.0372	0.3588	0.4951	8.70E-04	0.0288	0.0118
	Worker	0.0788	0.1057	1.1073	2.33E-03	0.177	0.0484
	Total	0.116	0.4645	1.6025	3.20E-03	0.2058	0.0602
TOTAL		5.0620	61.2090	36.9226	0.0585	3.5971	2.4439
Rough Grading							
		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite		2016					
	Fugitive Dust					0.9067	0.0979
	Off-Road	0.7729	4.3777	29.5528	0.0603	0.0993	0.0993
	Total	0.7729	4.3777	29.5528	0.0603	1.0061	0.1973
Offsite		2016					
	Hauling	0	0	0	0	0	0
	Vendor	0.0372	0.3588	0.4951	8.70E-04	0.0288	0.0118
	Worker	0.0834	0.1119	1.1725	2.47E-03	0.1874	0.0512
	Total	0.1206	0.4707	1.6676	3.34E-03	0.2162	0.063
TOTAL		0.8935	4.8484	31.2204	0.0636	1.2223	0.2603
Rough Grading Soil Haul							
		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite		2016					
	Fugitive Dust					0.0465	7.05E-03
	Off-Road	0	0	0	0	0	0
	Total	0	0	0	0	0.0465	7.05E-03
Offsite		2016					
	Hauling	2.4854	38.0417	31.1318	0.0975	2.6633	1.085
	Vendor	0	0	0	0	0	0
	Worker	0	0	0	0	0	0
	Total	2.4854	38.0417	31.1318	0.0975	2.6633	1.085
TOTAL		2.4854	38.0417	31.1318	0.0975	2.7098	1.0921
Rough Grading + RGSH		3.38	42.89	62.35	0.16	3.93	1.35

Utility Trenching		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	2016						
	Off-Road	0.309	2.9531	2.1888	2.82E-03	0.2274	0.2092
	Total	0.309	2.9531	2.1888	2.82E-03	0.2274	0.2092
Offsite							
	Hauling	0	0	0	0	0	0
	Vendor	0.0372	0.3588	0.4951	8.70E-04	0.0288	0.0118
	Worker	0.0232	0.0311	0.3257	6.90E-04	0.052	0.0142
	Total	0.0604	0.3899	0.8208	1.56E-03	0.0809	0.026
TOTAL		0.3694	3.3430	3.0096	0.0044	0.3083	0.2352

Rough Grading + UT	1.26	8.19	34.23	0.07	1.53	0.50
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Fine Grading		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	2016						
	Fugitive Dust					1.1334	0.1224
	Off-Road	5.4615	68.0743	37.2088	0.0617	2.7226	2.5048
	Total	5.4615	68.0743	37.2088	0.0617	3.8561	2.6272
Offsite							
	Hauling	0	0	0	0	0	0
	Vendor	0.0372	0.3588	0.4951	8.70E-04	0.0288	0.0118
	Worker	0.0788	0.1057	1.1073	2.33E-03	0.177	0.0484
	Total	0.116	0.4645	1.6025	3.20E-03	0.2058	0.0602
TOTAL		5.5775	68.5388	38.8113	0.0649	4.0619	2.6874

Building Construction		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	2016						
	Off-Road	0.6355	6.0739	4.5019	5.81E-03	0.4677	0.4302
	Total	0.6355	6.0739	4.5019	5.81E-03	0.4677	0.4302
Offsite							
	Hauling	0	0	0	0	0	0
	Vendor	0.1301	1.2559	1.733	3.06E-03	0.1009	0.0412
	Worker	0.1761	0.2362	2.4752	5.21E-03	0.3955	0.1082
	Total	0.3062	1.4921	4.2082	8.27E-03	0.4965	0.1494
TOTAL		0.9417	7.566	8.7101	0.01408	0.9642	0.5796

Building Construction Concrete Haul		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	2016						
	Off-Road	0	0	0	0	0	0
	Total	0	0	0	0	0	0
Offsite							
	Hauling	0.1865	2.9018	2.3057	7.46E-03	0.2039	0.083
	Vendor	0.093	0.8971	1.2378	2.18E-03	0.0721	0.0295
	Worker	0.1158	0.1554	1.6284	3.43E-03	0.2602	0.0712
	Total	0.3953	3.9542	5.1719	0.0131	0.5362	0.1837
TOTAL		0.3953	3.9542	5.1719	0.0131	0.5362	0.1837

Building Const + BCCH	1.337	11.5202	13.882	0.02718	1.5004	0.7633
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Architectural Coating		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	2016						
	Architectural Coating	14.0596				0	0
	Off-Road	0.0679	1.1163	1.3126	2.00E-03	0.0459	0.0422
	Total	14.1275	1.1163	1.3126	2.00E-03	0.0459	0.0422
Offsite							
	Hauling	0	0	0	0	0	0
	Vendor	0	0	0	0	0	0
	Worker	0.0417	0.0559	0.5862	1.23E-03	0.0937	0.0256
	Total	0.0417	0.0559	0.5862	1.23E-03	0.0937	0.0256
TOTAL		14.1692	1.1722	1.8988	0.0032	0.1396	0.0678

Asphalt Paving		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	2016						
	Off-Road	1.7315	15.0775	8.4003	0.014	0.8667	0.7974
	Paving	0.8515				0	0
	Total	2.583	15.0775	8.4003	0.014	0.8667	0.7974
Offsite							
	Hauling	0	0	0	0	0	0
	Vendor	0.093	0.8971	1.2378	2.18E-03	0.0721	0.0295
	Worker	0.0834	0.1119	1.1725	2.47E-03	0.1874	0.0512
	Total	0.1764	1.009	2.4103	4.65E-03	0.2594	0.0807
TOTAL		2.7594	16.0865	10.8106	0.0187	1.1261	0.8781

Finishing/Landscaping		ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Onsite	2016						
	Off-Road	0	0	0	0	0	0
	Paving	0.1548				0	0
	Total	0.1548	0	0	0	0	0
Offsite							
	Hauling	0	0	0	0	0	0
	Vendor	2.32E-03	0.0224	0.031	5.00E-05	1.80E-03	7.40E-04
	Worker	0.0232	0.0311	0.3257	6.90E-04	0.052	0.0142
	Total	0.0255	0.0535	0.3566	7.40E-04	0.0538	0.015
TOTAL		0.1803	0.0535	0.3566	0.0007	0.0538	0.0150

MAX DAILY	14.17	68.54	62.35	0.16	4.06	2.69
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Regional Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

Localized Construction Emissions Worksheet

Demolition

		NOx	CO	PM10 Total	PM2.5 Total
Onsite	2016				
	Off-Road	11.7257	6.1172	0.5344	0.4916
	Total	11.7257	6.1172	0.5344	0.4916
LSTs		83	673	253.12	150.82
Exceed Thresholds?		No	No	No	No

Site Preparation

		NOx	CO	PM10 Total	PM2.5 Total
Onsite	2016				
	Fugitive Dust			0.9067	0.0979
	Off-Road	60.7445	35.3201	2.4845	2.2858
	Total	60.7445	35.3201	3.3913	2.3837
LSTs		152	1,422	275.73	169.17
Exceed Thresholds?		No	No	No	No

Rough Grading

		NOx	CO	PM10 Total	PM2.5 Total
Onsite	2016				
	Fugitive Dust			0.9067	0.0979
	Off-Road	64.9291	38.5581	2.6904	2.4752
	Total	64.9291	38.5581	3.5972	2.5731

Rough Grading Soil Haul

		NOx	CO	PM10 Total	PM2.5 Total
Onsite	2016				
	Fugitive Dust			0.0465	7.05E-03
	Off-Road	0	0	0	0
	Total	0	0	0.0465	7.05E-03

Rough Grading + RGSH

		64.93	38.56	3.64	2.58
LSTs		152	1,422	275.73	169.17
Exceed Thresholds?		No	No	No	No

Utility Trenching

		2016	NOx	CO	PM10 Total	PM2.5 Total
Onsite						
	Off-Road		2.9531	2.1888	0.2274	0.2092
	Total		2.9531	2.1888	0.2274	0.2092
LSTs			83	673	253.12	150.82
Exceed Thresholds?			No	No	No	No

Rough Grading + UT

67.88 40.75 3.82 2.78

LSTs			162	1,553	279.91	172.56
Exceed Thresholds?			No	No	No	No

Fine Grading

		2016	NOx	CO	PM10 Total	PM2.5 Total
Onsite						
	Fugitive Dust				1.1334	0.1224
	Off-Road		68.0743	37.2088	2.7226	2.5048
	Total		68.0743	37.2088	3.8561	2.6272
LSTs			162	1,553	279.91	172.56
Exceed Thresholds?			No	No	No	No

Building Construction

		2016	NOx	CO	PM10 Total	PM2.5 Total
Onsite						
	Off-Road		6.0739	4.5019	0.4677	0.4302
	Total		6.0739	4.5019	0.4677	0.4302
LSTs			83	673	253.12	150.82
Exceed Thresholds?			No	No	No	No

Building Construction Concrete Haul

		2016	NOx	CO	PM10 Total	PM2.5 Total
Onsite						
	Off-Road		0	0	0	0
	Total		0	0	0	0

Building Const + BCCH

6.07 4.50 0.47 0.43

LSTs			83	673	253.12	150.82
Exceed Thresholds?			No	No	No	No

Architectural Coating

		2016	NOx	CO	PM10 Total	PM2.5 Total
Onsite						
	Architectural Coating				0	0
	Off-Road		1.1163	1.3126	0.0459	0.0422
	Total		1.1163	1.3126	0.0459	0.0422
LSTs			83	673	253.12	150.82
Exceed Thresholds?			No	No	No	No

Asphalt Paving

			NOx	CO	PM10 Total	PM2.5 Total
Onsite		2016				
	Off-Road Paving		15.0775	8.4003	0.8667	0.7974
	Total		15.0775	8.4003	0.8667	0.7974
LSTs			102	852	258.16	154.90
Exceed Thresholds?			No	No	No	No

Finishing/Landscaping

			NOx	CO	PM10 Total	PM2.5 Total
Onsite		2016				
	Off-Road Paving		0	0	0	0
	Total		0	0	0	0
LSTs			83	673	253.12	150.82
Exceed Thresholds?			No	No	No	No

Regional Operational Emissions Worksheet

Summer

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	1.305	0.000	0.004	0.000	0.000	0.000
Energy	0.001	0.006	0.005	0.000	0.000	0.000
Mobile	0.643	3.101	8.994	0.024	1.534	0.442
Offroad	0.340	2.930	1.895	0.002	0.245	0.225
Total	2.289	6.037	10.897	0.026	1.780	0.668

Winter

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	1.305	0.000	0.004	0.000	0.000	0.000
Energy	0.001	0.006	0.005	0.000	0.000	0.000
Mobile	0.670	3.249	8.935	0.023	1.535	0.442
Offroad	0.340	2.930	1.895	0.002	0.245	0.225
Total	2.315	6.185	10.839	0.025	1.780	0.668

Max Daily

	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	1.305	0.000	0.004	0.000	0.000	0.000
Energy	0.001	0.006	0.005	0.000	0.000	0.000
Mobile	0.670	3.249	8.994	0.024	1.535	0.442
Offroad	0.340	2.930	1.895	0.002	0.245	0.225
Total	2.315	6.185	10.897	0.026	1.780	0.668

Regional Thresholds

Exceeds Thresholds?	55	55	550	150	150	550
	No	No	No	No	No	No

Localized Operational Emissions Worksheet

Summer

	NOx	CO	PM10 Total	PM2.5 Total
Area	0.000	0.004	0.000	0.000
Offroad	2.930	1.895	0.245	0.225
Truck Idling	0.393	0.053	0.001	0.001
Total	3.323	1.952	0.246	0.226

Winter

	NOx	CO	PM10 Total	PM2.5 Total
Area	0.000	0.004	0.000	0.000
Offroad	2.930	1.895	0.245	0.225
Truck Idling	0.393	0.053	0.001	0.001
Total	3.323	1.952	0.246	0.226

Max Daily

	NOx	CO	PM10 Total	PM2.5 Total
Area	0.000	0.004	0.000	0.000
Offroad	2.930	1.895	0.245	0.225
Truck Idling	0.393	0.053	0.001	0.001
Total	3.323	1.952	0.246	0.226

Regional Thresholds

Exceeds Thresholds?	183	1,814	69.76	42.22
	No	No	No	No

GHG Emissions Worksheet

Proposed Project Buildout

	MTons Total	
Total Construction	160	
Source	Buildout MTons/Year	Percent of Project Total
Area	0	0%
Energy	50	11%
Mobile	338	73%
Offroad	28	6%
Waste	38	8%
Water	2	0%
Amortized Construction Emissions*	5	1%
Total All Sectors	461	100%

*Total construction emissions are amortized over 30 years per SCAQMD methodology; SCAQMD. 2010, September 28. Greenhouse Gases (GHG) CEQA Significance Thresholds Working Group Meeting 15.
<http://www.aqmd.gov/ceqa/handbook/GHG/2010/sept28mtg/sept29.html>.

CalEEMod Project Characteristics Inputs (Construction)

Name: Capitol Industrial Building
Address: 3718 Capitol Ave, City of Industry, CA 90601
County/Air Basin: Los Angeles- South Coast County
Climate Zone: 9
Land Use Setting: Urban
Operational Year: 2016
Utility Company: Southern California Edison
Air Basin: South Coast Air Basin
Air District: SCAQMD
SRA: 11

Project Components	SQFT	Acres
<i>Industrial Warehouse Building</i>		
First Floor - Warehouse	30,366	
First Floor - Office	3,150	
Mezzanine Level - Office	2,645	
<i>Total:</i>	36,161	0.83
Surface Parking	23,468	0.54
Non-Parking Asphalt	4,909	0.11
Hardscape	828	0.02
Landscaping	8,678	0.20
		<hr/> 1.70

CalEEMod Land Use Inputs

Land Use	Land Use Type	Land Use Subtype	Unit Amount	Size Metric	Lot Acreage	Land Use Square Feet
Industrial Warehouse Building	Industrial	Unrefrigerated Warehouse-No Rail	36.16	1000 sqft	0.83	36,161
Surface Parking Lot	Parking	Parking Lot	0.54	acres	0.54	23,468
Non-Parking Asphalt	Parking	Other Asphalt Surfaces	0.11	acres	0.11	0
Hardscape & Landscape	Parking	Other Non-Asphalt Surfaces	0.22	acres	0.22	0
					<hr/> 1.70	

Rough Grading Soil Haul

Import Amount (CY)	Haul Truck Capacity (CY)	Haul Distance (miles)**	Total Trip Ends	Duration (days)	Trip Ends/Day	Mitigation A: Duration (days)
3,850	14	19	550	4	138	5

**Import Facility Location: 500 Santa Fe Ave, Los Angeles, CA.

Building Construction Concrete Haul

Trip Ends/Day***	Duration (days)***	Total Trip Ends
10	14	140

***Provided by the Applicant

Architectural Coating

Source: Provided by the Applicant

Non-Residential Architectural Coating

Percentage of Buildings' Interior Painted: 100%

Percentage of Buildings' Exterior Painted: 91%

Interior Paint VOC content: 100 grams per liter

Exterior Paing VOC content: 50 grams per liter

Nonresidential Structures	Land Use Square Feet	SCAQMD Factor	Total Paintable Surface Area ²	Paintable Interior Area ¹	Paintable Exterior Area ¹
Industrial Warehouse Building	36,161	2	72,322	54,242	16,453
Surface Parking Lot	23,468	0.06	1,408	1,056	352
			Total	55,298	16,805

¹ *CalEEMod methodology calculates the paintable interior and exterior areas by multiplying the total paintable surface area by 75 and 25 percent, respectively. Architectural coatings for the parking lot is based on CalEEMod methodology applied to a surface parking lot (i.e., striping), in which 6% of surface area is painted.

² ** Applied CalEEMod Methodology in calculating total

Construction - Unmitigated Run

SCAQMD Rule 403

Replace Ground Cover PM10: 5 % Reduction

PM25: 5 % Reduction

Water Exposed Area Frequency: 2 per day

PM10: 55 % Reduction

PM25: 55 % Reduction

Unpaved Roads Vehicle Speed: 15 mph

SCAQMD Rule 1186

Clean Paved Road 9 % PM Reduction

CalEEMod Construction Phase Inputs

5-Day Work Week

Phase Name	Phase Type	Start Date	End Date	CalEEMod Total Days	Total Days
Demolition	Demolition	1/4/2016	1/9/2016	5	5
Site Preparation	Site Preparation	1/11/2016	1/18/2016	6	7
Rough Grading	Grading	1/19/2016	2/2/2016	11	14
Rough Grading Soil Haul	Grading	1/19/2016	1/23/2016	4	4
Utility Trenching	Trenching	1/24/2016	2/21/2016	20	28
Fine Grading	Grading	2/22/2016	2/29/2016	6	7
Building Construction	Construction	3/1/2016	6/29/2016	87	120
Building Construction Concrete Haul	Construction	3/1/2016	3/18/2016	14	17
Architectural Coating	Architectural Coating	6/30/2016	7/28/2016	21	28
Asphalt Paving	Paving	7/29/2016	8/1/2016	2	3
Finishing/Landscaping	Paving	8/2/2016	8/16/2016	11	14

Mitigation A

Phase Name	Phase Type	Start Date	End Date	CalEEMod Total Days	Total Days
Demolition	Demolition	1/4/2016	1/9/2016	5	5
Site Preparation	Site Preparation	1/11/2016	1/18/2016	6	7
Rough Grading	Grading	1/19/2016	2/2/2016	11	14
Rough Grading Soil Haul	Grading	1/19/2016	1/25/2016	5	6
Utility Trenching	Trenching	1/24/2016	2/21/2016	20	28
Fine Grading	Grading	2/22/2016	2/29/2016	6	7
Building Construction	Construction	3/1/2016	6/29/2016	87	120
Building Construction Concrete Haul	Construction	3/1/2016	3/18/2016	14	17
Architectural Coating	Architectural Coating	6/30/2016	7/28/2016	21	28
Asphalt Paving	Paving	7/29/2016	8/1/2016	2	3
Finishing/Landscaping	Paving	8/2/2016	8/16/2016	11	14

*Based on construction information provided by the Applicant

CalEEMod Construction Off-Road Equipment Inputs²

Equipment Type	CalEEMod Equipment Type	Unit Amount	Hours/Day	HP	LF	Vendor Trips	Worker Trips Default + X	Mitigation B: Tier 4
Demolition								
Catepillar 980	Rubber Tired Loaders	1	8	318	0.3618			
CASE 570 (Skip Loader)	Tractors/Loaders/Backhoes	1	8	71	0.37			
WIRTGEN W100i (Grinder)	Other Construction Equipment	1	8	215	0.4154			
Water Truck ¹		2				4		
Worker Trips							8 + 4	
Site Preparation								
Catepillar 980	Rubber Tired Loaders	2	8	318	0.3618			
CASE 570 (Skip Loader)	Tractors/Loaders/Backhoes	1	8	71	0.37			
CAT 623K	Scrapers	2	8	407	0.4824			
Water Truck ¹		2				4		
Worker Trips							13 + 4	
Rough Grading								
Catepillar 980	Rubber Tired Loaders	2	8	318	0.3618			x
CASE 570 (Skip Loader)	Tractors/Loaders/Backhoes	1	8	71	0.37			x
CAT 623K	Scrapers	2	8	407	0.4824			x
CAT C6	Excavators	1	8	153	0.38			x
Water Truck ¹		2				4		
Worker Trips							15 + 3	
Utility Trenching								
John Deere 310 (Backhoe)	Tractors/Loaders/Backhoes	1	8	88	0.37			
Water Truck ¹		2				4		
Worker Trips							3 + 2	
Fine Grading								
Catepillar 980	Rubber Tired Loaders	2	8	318	0.3618			
CASE 570 (Skip Loader)	Tractors/Loaders/Backhoes	1	8	71	0.37			
CAT 623K	Scrapers	2	8	407	0.4824			
12M3 (Blade)	Graders	1	8	179	0.4087			
Water Truck ¹		2				4		
Worker Trips							15 + 2	
Building Construction								
CASE 570 (Skip Loader)	Tractors/Loaders/Backhoes	1	8	71	0.37			
Pettibone (Extend)	Tractors/Loaders/Backhoes	1	8	110	0.37			
Water Truck ¹		2				10 + 4		
Worker Trips							25 + 13	
Architectural Coating								
Genie Z 45/25 (Boom Lift)	Aerial Lifts	1	8	75	0.3082			
Worker Trips							5 + 4	
Asphalt Paving								
12M3 (Blade)	Graders	1	8	179	0.4087			
CASE 570 (Skip Loader)	Tractors/Loaders/Backhoes	2	8	71	0.37			
CB34B	Rollers	1	8	48.8	0.3752			
CB24B	Rollers	1	8	36.2	0.3752			
Dump Trucks ¹						10		
Worker Trips							13 + 5	
Finishing/Landscaping								
Worker Trips							5	

1 Emissions accounted for in the vendor trips assigned.

2 Based on equipment mix provided by the Applicant.

CalEEMod Project Characteristics Inputs (Operation)

Name: Capitol Industrial Building
Project Location: 3718 Capitol Ave, City of Industry, CA 90601
County/Air Basin: Los Angeles- South Coast County
Climate Zone: 9
Land Use Setting: Urban
Operational Year: 2016

Average Annual Temperature (°F): ¹	60
Average LA Morning Relative Humidity (%): ²	79
Average LA Afternoon Relative Humidity (%): ³	64
Average Relative Humidity (%):	70

Source:

¹ Western Regional Climate Center. Period of Record General Climate Summary - Temperature (Pomona Fairplex Station). <http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca7050>

² Western Regional Climate Center. Mean Monthly and Annual Relative Humidity (Morning). <http://www.wrcc.dri.edu/htmlfiles/westcomp.rhmorn.html>

³ Western Regional Climate Center. Mean Monthly and Annual Relative Humidity (Afternoon). <http://www.wrcc.dri.edu/htmlfiles/westcomp.rhaft.html>

Utility Company: Southern California Edison
Air Basin: South Coast Air Basin
Air District: SCAQMD
SRA: 11

Warehouse Portion (SF)	30,366
Office Portion (SF)	5,795

Trip Generation

	Weekday	Saturday	Sunday			
Daily Trips:	129	129	129			
	Weekday	Saturday	Sunday			
Trip rate	3.56	3.56	3.56			
	Trips	Type	Average VMT/Trip ¹	Miles/day	Percent VMT	Percent ADT ²
Fleet Mix:	103	LDA	11.96	1,236	64.42%	80.30%
	7	MDT	18.56	124	6.48%	5.20%
	6	LHDT	15.01	87	4.54%	4.50%
Trucks	13	HDT	36.64	472	24.58%	10.00%
	129			1,919	100%	100%
truck trips/day total		25	average trip length (all trips)	14.91		
			trucks/day	13		

Source:

¹ VMT Source: Truck trip length and passenger vehicle trip length for the City of Industry is based on the SCAG 2012 RTP model for model year 2020 provided by Iteris. Iteris. 2015, April 3. City of Industry Draft Vehicle Miles Traveled and Potential Reductions Measures Memorandum.

² Percent ADT source: Fontana, City of and San Bernardino County. 2003, August. Fontana Truck Trip Generation Study.

Onsite Equipment

Forklifts	Shift	Hours/shift	Operational Hours
1	3	4	12

Approximately 1 forklift would be needed for the proposed storage of 30,366 square feet.

Sources:

¹ Pallets stored: Raymond Handling Solutions. Calculators and Tools, Maximizing Your Space. <http://www.raymondhs.net/systems-integration/maximize-space.asp>

² Forklifts needed: Raymond Handling Solutions. Calculators and Tools, Fleet Right Sizing. <http://www.raymondhs.net/systems-integration/fleet-right-sizing.asp>

Water Use

Septic Tank	<u>0%</u>
Aerobic	<u>100%</u>
Facultative Lagoons	<u>0%</u>

Wastewater Generation		
per SF of Warehouse	<u>0.02</u>	gallons per day
per SF of Office	<u>0.15</u>	gallons per day

Warehouse Wastewater	<u>607</u>	gallons per day
Office Wasterwater	<u>869</u>	gallons per day
Total Indoor Water Use	<u>1,477</u>	gallons per day
Total Indoor Water Use	<u>538,948</u>	gallons per year

Total Water Use (110% of Wastewater)	<u>1,624</u>	gallons per day
	<u>592,843</u>	gallons per year

Total Outdoor Water Use 53,895 gallons per year

**City of Los Angeles 2006*

Solid Waste

Solid Waste*:	<u>0.23</u>	tons/day
	<u>84</u>	tons/year

**CalRecycle 2009*

Water Mitigation

Install Low Flow Bathroom Faucet	<u>32</u>	% Reduction in flow
Install Low Flow Kitchen Faucet	<u>18</u>	% Reduction in flow
Install Low Flow Toilet	<u>20</u>	% Reduction in flow
Install Low Flow Shower	<u>20</u>	% Reduction in flow
Use Water Efficiency Irrigation System	<u>6.1</u>	% Reduction in flow

Energy Mitigation

2013 Building and Energy Efficiency Standards

Non-Residential Exceed Title 24 30% Improvement over 2008

2016 Building and Energy Efficiency Standards

Non-Residential Exceed Title 24 5% Improvement over 2013¹

Non-Residential Exceed Title 24 33.5% Improvement over 2008

Sources:

1

California Energy Commission. 2015a. 2016 Building Energy Efficiency Standards, Adoption Hearing Presentation. <http://www.energy.ca.gov/title24/2016standards/rulemaking/documents/> June 10.

Architectural Coating

Non-Residential Architectural Coating

Source: Provided by the Applicant

Interior Paint VOC content: 100 grams per liter

Exterior Paint VOC content: 50 grams per liter

Anticipated Interior Paint VOC content: 100 grams per liter

Default Interior Paint VOC Content: 250 grams per liter

Difference: 40%

Default Interior Area: 55,298 SQFT

Adjusted Interior Area: 22,119 SQFT

Anticipated Exterior Area: 16,805 SQFT

Default Exterior Area: 18,433 SQFT

Difference: 91%

Default Exterior Paint VOC content: 250 grams per liter

Adjusted Exterior Paint VOC content: 228 grams per liter

Changes to the CalEEMod Defaults - Fleet Mix 2016

Default	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH	
FleetMix	0.533598	0.058434	0.178244	0.125508	0.038944	0.006283	0.016425	0.031066	0.002453	0.003157	0.003691	0.000543	0.001655	100%
Trips	69	8	23	16	5	1	2	4	0	0	0	0	0	129
Percent	0.773967			0.13	0.045227		0.055299							100%
Proportion	0.689432	0.075499	0.230299	1.000000	0.861079	0.138921	0.297022	0.561782	0.044359	0.057090	0.004769	0.009819	0.029928	
Proportion calibrated for zero buses	0.689432	0.075499	0.230299	1.000000	0.861079	0.138921	0.297022	0.561782	0	0	0.004769	0	0	
	100%			100%	100%		86%							
Adjusted Proportion	0.689432	0.075499	0.230299	1.000000	0.861079	0.138921	0.345855	0.654145	0	0	0.004769	0	0	
Assumed Mix	80.30%			5.20%	4.50%		10.00%							100%
Adjusted Fleet Mix w/Assumed	0.553614	0.060626	0.184930	0.052000	0.038749	0.006251	0.034586	0.065414	0	0	0.003829	0	0	100%
Trips	71	8	24	7	5	1	4	8	0	0	0	0	0	129
	103			7	6		13							

Capitol Industrial Building Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	36.16	1000sqft	0.83	36,161.00	0
Other Asphalt Surfaces	0.11	Acre	0.11	0.00	0
Other Non-Asphalt Surfaces	0.22	Acre	0.22	0.00	0
Parking Lot	0.54	Acre	0.54	23,468.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9	Operational Year	2016		
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 0 Land Use Square Feet to exclude striping

Construction Phase - Based on construction information provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Placeholder only.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Capitol Industrial Building
Los Angeles-South Coast County, Winter

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Placeholder only.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Trips and VMT - Water truck and dump truck emissions accounted for in the vendor trips assigned. Worker trips = default + provided.

Grading -

Architectural Coating - Based on information provided by the Applicant.

Vehicle Trips - Based on the SCAG 2012 RTP model for model year 2020 provided by Iteris.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Area Coating - Based on information provided by the Applicant.

Water And Wastewater - City of Los Angeles 2006.

Solid Waste - CalRecycle 2009.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 & 1186

Energy Mitigation - 2016 Building and Energy Efficiency Standards.

Water Mitigation -

Operational Off-Road Equipment - Based on Raymond Handling Solutions fleet estimate.

Capitol Industrial Building
Los Angeles-South Coast County, Winter

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	18,433.00	16,805.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	228
tblAreaCoating	Area_Nonresidential_Interior	55298	22119
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	228	250
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstructionPhase	NumDays	10.00	21.00
tblConstructionPhase	NumDays	200.00	87.00
tblConstructionPhase	NumDays	200.00	14.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	4.00	11.00
tblConstructionPhase	NumDays	4.00	6.00
tblConstructionPhase	NumDays	10.00	2.00
tblConstructionPhase	NumDays	10.00	11.00
tblConstructionPhase	NumDays	2.00	6.00
tblConstructionPhase	PhaseEndDate	4/18/2016	7/28/2016
tblConstructionPhase	PhaseEndDate	7/19/2016	3/18/2016
tblConstructionPhase	PhaseEndDate	1/8/2016	1/9/2016
tblConstructionPhase	PhaseEndDate	2/8/2016	1/23/2016
tblConstructionPhase	PhaseEndDate	2/19/2016	2/21/2016
tblConstructionPhase	PhaseStartDate	3/19/2016	6/30/2016
tblConstructionPhase	PhaseStartDate	6/30/2016	3/1/2016
tblConstructionPhase	PhaseStartDate	2/3/2016	1/19/2016
tblConstructionPhase	PhaseStartDate	1/10/2016	1/11/2016
tblGrading	MaterialImported	0.00	3,850.00

Capitol Industrial Building
Los Angeles-South Coast County, Winter

tblLandUse	LandUseSquareFeet	36,160.00	36,161.00
tblLandUse	LandUseSquareFeet	4,791.60	0.00
tblLandUse	LandUseSquareFeet	9,583.20	0.00
tblLandUse	LandUseSquareFeet	23,522.40	23,468.00
tblOffRoadEquipment	HorsePower	174.00	179.00
tblOffRoadEquipment	HorsePower	80.00	49.00
tblOffRoadEquipment	HorsePower	80.00	36.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	110.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	62.00	75.00
tblOffRoadEquipment	HorsePower	162.00	153.00
tblOffRoadEquipment	HorsePower	174.00	179.00
tblOffRoadEquipment	HorsePower	171.00	215.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	361.00	407.00
tblOffRoadEquipment	HorsePower	361.00	407.00
tblOffRoadEquipment	HorsePower	361.00	407.00
tblOffRoadEquipment	HorsePower	97.00	88.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	12.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2016
tblSolidWaste	SolidWasteGenerationRate	33.99	84.00
tblTripsAndVMT	HaulingTripLength	20.00	19.00
tblTripsAndVMT	HaulingTripNumber	481.00	550.00
tblTripsAndVMT	HaulingTripNumber	0.00	140.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	10.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	10.00	14.00
tblTripsAndVMT	WorkerTripNumber	8.00	12.00
tblTripsAndVMT	WorkerTripNumber	13.00	18.00
tblTripsAndVMT	WorkerTripNumber	0.00	5.00
tblTripsAndVMT	WorkerTripNumber	13.00	17.00

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tblTripsAndVMT	WorkerTripNumber	15.00	18.00
tblTripsAndVMT	WorkerTripNumber	3.00	5.00
tblTripsAndVMT	WorkerTripNumber	15.00	17.00
tblTripsAndVMT	WorkerTripNumber	25.00	38.00
tblTripsAndVMT	WorkerTripNumber	5.00	9.00
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	MCY	3.6910e-003	3.8290e-003
tblVehicleEF	MCY	3.6910e-003	3.8290e-003
tblVehicleEF	MCY	3.6910e-003	3.8290e-003
tblVehicleEF	MDV	0.13	0.05

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tblVehicleEF	MDV	0.13	0.05
tblVehicleEF	MDV	0.13	0.05
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleTrips	CC_TL	8.40	14.91
tblVehicleTrips	CNW_TL	6.90	14.91
tblVehicleTrips	CW_TL	16.60	14.91
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	2.59	3.56
tblVehicleTrips	SU_TR	2.59	3.56
tblVehicleTrips	WD_TR	2.59	3.56
tblWater	AerobicPercent	87.46	100.00

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tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	IndoorWaterUseRate	8,362,000.00	538,948.00
tblWater	OutdoorWaterUseRate	0.00	53,895.00
tblWater	SepticTankPercent	10.33	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					
2016	14.1692	103.4415	71.3575	0.1612	4.7309	3.2418	7.9726	0.9288	2.9823	3.9112	0.0000	16,382.7417	16,382.7417	1.9955	0.0000	16,424.6465
Total	14.1692	103.4415	71.3575	0.1612	4.7309	3.2418	7.9726	0.9288	2.9823	3.9112	0.0000	16,382.7417	16,382.7417	1.9955	0.0000	16,424.6465

Capitol Industrial Building
Los Angeles-South Coast County, Winter

2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.3046	4.0000e-005	3.8800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.1000e-003	8.1000e-003	2.0000e-005		8.5900e-003
Energy	9.7000e-004	8.8400e-003	7.4200e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6065	10.6065	2.0000e-004	1.9000e-004	10.6710
Mobile	0.6696	3.2492	8.9352	0.0226	1.4853	0.0493	1.5345	0.3967	0.0453	0.4420		2,023.0568	2,023.0568	0.0740		2,024.6111
Offroad	0.3404	2.9300	1.8945	2.2900e-003		0.2450	0.2450		0.2254	0.2254		238.0829	238.0829	0.0718		239.5910
Total	2.3156	6.1881	10.8410	0.0249	1.4853	0.2949	1.7802	0.3967	0.2714	0.6681		2,271.7542	2,271.7542	0.1460	1.9000e-004	2,274.8817

Capitol Industrial Building
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Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.3046	4.0000e-005	3.8800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.1000e-003	8.1000e-003	2.0000e-005		8.5900e-003
Energy	6.6000e-004	5.9800e-003	5.0200e-003	4.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004		7.1704	7.1704	1.4000e-004	1.3000e-004	7.2141
Mobile	0.6696	3.2492	8.9352	0.0226	1.4853	0.0493	1.5345	0.3967	0.0453	0.4420		2,023.0568	2,023.0568	0.0740		2,024.6111
Offroad	0.3404	2.9300	1.8945	2.2900e-003		0.2450	0.2450		0.2254	0.2254		238.0829	238.0829	0.0718		239.5910
Total	2.3152	6.1852	10.8386	0.0249	1.4853	0.2947	1.7800	0.3967	0.2711	0.6679		2,268.3182	2,268.3182	0.1460	1.3000e-004	2,271.4247

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	14.71	47.39	17.50	9.23	0.00	83.15	13.77	0.00	83.14	33.77	0.00	10.63	10.63	49.21	31.58	10.68

Capitol Industrial Building
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3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/4/2016	1/9/2016	5	5	
2	Site Preparation	Site Preparation	1/11/2016	1/18/2016	5	6	
3	Rough Grading	Grading	1/19/2016	2/2/2016	5	11	
4	Rough Grading Soil Haul	Grading	1/19/2016	1/23/2016	5	4	
5	Utility Trenching	Trenching	1/24/2016	2/21/2016	5	20	
6	Fine Grading	Grading	2/22/2016	2/29/2016	5	6	
7	Building Construction	Building Construction	3/1/2016	6/29/2016	5	87	
8	Building Construction Concrete Haul	Building Construction	3/1/2016	3/18/2016	5	14	
9	Architectural Coating	Architectural Coating	6/30/2016	7/28/2016	5	21	
10	Asphalt Paving	Paving	7/29/2016	8/1/2016	5	2	
11	Finishing/Landscaping	Paving	8/2/2016	8/16/2016	5	11	

Acres of Grading (Site Preparation Phase): 12

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 55,298; Non-Residential Outdoor: 16,805 (Architectural Coating –

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OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Other Construction Equipment	1	8.00	215	0.42
Demolition	Rubber Tired Dozers	0	8.00	255	0.40
Demolition	Rubber Tired Loaders	1	8.00	318	0.36
Demolition	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Site Preparation	Graders	0	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	0	7.00	255	0.40
Site Preparation	Rubber Tired Loaders	2	8.00	318	0.36
Site Preparation	Scrapers	2	8.00	407	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Rough Grading	Excavators	1	8.00	153	0.38
Rough Grading	Graders	0	6.00	174	0.41
Rough Grading	Rubber Tired Dozers	0	6.00	255	0.40
Rough Grading	Rubber Tired Loaders	2	8.00	318	0.36
Rough Grading	Scrapers	2	8.00	407	0.48
Rough Grading	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Rough Grading Soil Haul	Graders	0	6.00	174	0.41
Rough Grading Soil Haul	Rubber Tired Dozers	0	6.00	255	0.40
Rough Grading Soil Haul	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Utility Trenching	Tractors/Loaders/Backhoes	1	8.00	88	0.37
Fine Grading	Graders	1	8.00	179	0.41
Fine Grading	Rubber Tired Dozers	0	6.00	255	0.40
Fine Grading	Rubber Tired Loaders	2	8.00	318	0.36
Fine Grading	Scrapers	2	8.00	407	0.48
Fine Grading	Tractors/Loaders/Backhoes	1	8.00	71	0.37

Capitol Industrial Building
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Building Construction	Cranes	0	6.00	226	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Building Construction	Tractors/Loaders/Backhoes	1	8.00	110	0.37
Building Construction	Welders	0	8.00	46	0.45
Building Construction Concrete Haul	Cranes	0	6.00	226	0.29
Building Construction Concrete Haul	Forklifts	0	6.00	89	0.20
Building Construction Concrete Haul	Generator Sets	0	8.00	84	0.74
Building Construction Concrete Haul	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Building Construction Concrete Haul	Welders	0	8.00	46	0.45
Architectural Coating	Aerial Lifts	1	8.00	75	0.31
Architectural Coating	Air Compressors	0	6.00	78	0.48
Asphalt Paving	Cement and Mortar Mixers	0	6.00	9	0.56
Asphalt Paving	Graders	1	8.00	179	0.41
Asphalt Paving	Pavers	0	6.00	125	0.42
Asphalt Paving	Paving Equipment	0	8.00	130	0.36
Asphalt Paving	Rollers	1	8.00	49	0.38
Asphalt Paving	Rollers	1	8.00	36	0.38
Asphalt Paving	Tractors/Loaders/Backhoes	2	8.00	71	0.37
Finishing/Landscaping	Cement and Mortar Mixers	0	6.00	9	0.56
Finishing/Landscaping	Pavers	0	6.00	125	0.42
Finishing/Landscaping	Paving Equipment	0	8.00	130	0.36
Finishing/Landscaping	Rollers	0	7.00	80	0.38
Finishing/Landscaping	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class	
Demolition		3	12.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation		5	17.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Rough Grading		6	18.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Rough Grading Soil Haul		0	0.00	0.00	550.00	14.70	6.90	19.00	LD_Mix	HDT_Mix	HHDT
Utility Trenching		1	5.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Fine Grading		6	17.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction		2	38.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction Concrete Haul		0	25.00	10.00	140.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating		1	9.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Asphalt Paving		5	18.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Finishing/Landscaping		0	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

Capitol Industrial Building
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3.2 Demolition - 2016

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	1.0390	11.7257	6.1172	0.0120		0.5344	0.5344		0.4916	0.4916		1,247.3302	1,247.3302	0.3762		1,255.2312
Total	1.0390	11.7257	6.1172	0.0120		0.5344	0.5344		0.4916	0.4916		1,247.3302	1,247.3302	0.3762		1,255.2312

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	0.0372	0.3588	0.4951	8.7000e-004	0.0250	5.5300e-003	0.0305	7.1000e-003	5.0900e-003	0.0122		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0556	0.0746	0.7817	1.6500e-003	0.1341	1.2700e-003	0.1354	0.0356	1.1700e-003	0.0367		139.2037	139.2037	8.0300e-003		139.3723
Total	0.0928	0.4334	1.2768	2.5200e-003	0.1591	6.8000e-003	0.1659	0.0427	6.2600e-003	0.0489		226.5606	226.5606	8.7000e-003		226.7431

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0390	11.7257	6.1172	0.0120		0.5344	0.5344		0.4916	0.4916	0.0000	1,247.3302	1,247.3302	0.3762		1,255.2312
Total	1.0390	11.7257	6.1172	0.0120		0.5344	0.5344		0.4916	0.4916	0.0000	1,247.3302	1,247.3302	0.3762		1,255.2312

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	0.0372	0.3588	0.4951	8.7000e-004	0.0233	5.5300e-003	0.0288	6.6900e-003	5.0900e-003	0.0118		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0556	0.0746	0.7817	1.6500e-003	0.1236	1.2700e-003	0.1249	0.0330	1.1700e-003	0.0342		139.2037	139.2037	8.0300e-003		139.3723
Total	0.0928	0.4334	1.2768	2.5200e-003	0.1469	6.8000e-003	0.1537	0.0397	6.2600e-003	0.0459		226.5606	226.5606	8.7000e-003		226.7431

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3.3 Site Preparation - 2016

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					2.1210	0.0000	2.1210	0.2290	0.0000	0.2290			0.0000			0.0000
Off-Road	4.9460	60.7445	35.3201	0.0553		2.4845	2.4845		2.2858	2.2858		5,747.0635	5,747.0635	1.7335		5,783.4674
Total	4.9460	60.7445	35.3201	0.0553	2.1210	2.4845	4.6055	0.2290	2.2858	2.5148		5,747.0635	5,747.0635	1.7335		5,783.4674

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	0.0372	0.3588	0.4951	8.7000e-004	0.0250	5.5300e-003	0.0305	7.1000e-003	5.0900e-003	0.0122		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0788	0.1057	1.1073	2.3300e-003	0.1900	1.8000e-003	0.1918	0.0504	1.6500e-003	0.0521		197.2053	197.2053	0.0114		197.4441
Total	0.1160	0.4645	1.6025	3.2000e-003	0.2150	7.3300e-003	0.2223	0.0575	6.7400e-003	0.0642		284.5621	284.5621	0.0120		284.8150

Capitol Industrial Building
Los Angeles-South Coast County, Winter

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					0.9067	0.0000	0.9067	0.0979	0.0000	0.0979			0.0000			0.0000
Off-Road	4.9460	60.7445	35.3201	0.0553		2.4845	2.4845		2.2858	2.2858	0.0000	5,747.0635	5,747.0635	1.7335		5,783.4673
Total	4.9460	60.7445	35.3201	0.0553	0.9067	2.4845	3.3913	0.0979	2.2858	2.3837	0.0000	5,747.0635	5,747.0635	1.7335		5,783.4673

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	0.0372	0.3588	0.4951	8.7000e-004	0.0233	5.5300e-003	0.0288	6.6900e-003	5.0900e-003	0.0118		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0788	0.1057	1.1073	2.3300e-003	0.1752	1.8000e-003	0.1770	0.0467	1.6500e-003	0.0484		197.2053	197.2053	0.0114		197.4441
Total	0.1160	0.4645	1.6025	3.2000e-003	0.1985	7.3300e-003	0.2058	0.0534	6.7400e-003	0.0602		284.5621	284.5621	0.0120		284.8150

Capitol Industrial Building
Los Angeles-South Coast County, Winter

3.4 Rough Grading - 2016

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					2.1210	0.0000	2.1210	0.2290	0.0000	0.2290			0.0000			0.0000
Off-Road	5.3126	64.9291	38.5581	0.0603		2.6904	2.6904		2.4752	2.4752		6,266.4306	6,266.4306	1.8902		6,306.1243
Total	5.3126	64.9291	38.5581	0.0603	2.1210	2.6904	4.8114	0.2290	2.4752	2.7042		6,266.4306	6,266.4306	1.8902		6,306.1243

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	0.0372	0.3588	0.4951	8.7000e-004	0.0250	5.5300e-003	0.0305	7.1000e-003	5.0900e-003	0.0122		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0834	0.1119	1.1725	2.4700e-003	0.2012	1.9000e-003	0.2031	0.0534	1.7500e-003	0.0551		208.8056	208.8056	0.0120		209.0585
Total	0.1206	0.4707	1.6676	3.3400e-003	0.2262	7.4300e-003	0.2336	0.0605	6.8400e-003	0.0673		296.1624	296.1624	0.0127		296.4293

Capitol Industrial Building
Los Angeles-South Coast County, Winter

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					0.9067	0.0000	0.9067	0.0979	0.0000	0.0979			0.0000			0.0000
Off-Road	5.3126	64.9291	38.5581	0.0603		2.6904	2.6904		2.4752	2.4752	0.0000	6,266.4306	6,266.4306	1.8902		6,306.1243
Total	5.3126	64.9291	38.5581	0.0603	0.9067	2.6904	3.5972	0.0979	2.4752	2.5731	0.0000	6,266.4306	6,266.4306	1.8902		6,306.1243

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	0.0372	0.3588	0.4951	8.7000e-004	0.0233	5.5300e-003	0.0288	6.6900e-003	5.0900e-003	0.0118		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0834	0.1119	1.1725	2.4700e-003	0.1855	1.9000e-003	0.1874	0.0495	1.7500e-003	0.0512		208.8056	208.8056	0.0120		209.0585
Total	0.1206	0.4707	1.6676	3.3400e-003	0.2088	7.4300e-003	0.2162	0.0562	6.8400e-003	0.0630		296.1624	296.1624	0.0127		296.4293

Capitol Industrial Building
Los Angeles-South Coast County, Winter

3.5 Rough Grading Soil Haul - 2016

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					0.1089	0.0000	0.1089	0.0165	0.0000	0.0165			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.1089	0.0000	0.1089	0.0165	0.0000	0.0165		0.0000	0.0000	0.0000		0.0000

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	2.4854	38.0417	31.1318	0.0975	2.2749	0.5439	2.8188	0.6229	0.5003	1.1232		9,820.1487	9,820.1487	0.0740		9,821.7031
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	0.0000	0.0000	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	2.4854	38.0417	31.1318	0.0975	2.2749	0.5439	2.8188	0.6229	0.5003	1.1232		9,820.1487	9,820.1487	0.0740		9,821.7031

Capitol Industrial Building
Los Angeles-South Coast County, Winter

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					0.0465	0.0000	0.0465	7.0500e-003	0.0000	7.0500e-003			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0465	0.0000	0.0465	7.0500e-003	0.0000	7.0500e-003	0.0000	0.0000	0.0000	0.0000		0.0000

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	2.4854	38.0417	31.1318	0.0975	2.1194	0.5439	2.6633	0.5847	0.5003	1.0850		9,820.1487	9,820.1487	0.0740		9,821.7031
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	0.0000	0.0000	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	2.4854	38.0417	31.1318	0.0975	2.1194	0.5439	2.6633	0.5847	0.5003	1.0850		9,820.1487	9,820.1487	0.0740		9,821.7031

Capitol Industrial Building
Los Angeles-South Coast County, Winter

3.6 Utility Trenching - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3090	2.9531	2.1888	2.8200e-003		0.2274	0.2274		0.2092	0.2092		293.6454	293.6454	0.0886		295.5054
Total	0.3090	2.9531	2.1888	2.8200e-003		0.2274	0.2274		0.2092	0.2092		293.6454	293.6454	0.0886		295.5054

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	0.0372	0.3588	0.4951	8.7000e-004	0.0250	5.5300e-003	0.0305	7.1000e-003	5.0900e-003	0.0122		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0232	0.0311	0.3257	6.9000e-004	0.0559	5.3000e-004	0.0564	0.0148	4.9000e-004	0.0153		58.0016	58.0016	3.3500e-003		58.0718
Total	0.0604	0.3899	0.8208	1.5600e-003	0.0808	6.0600e-003	0.0869	0.0219	5.5800e-003	0.0275		145.3584	145.3584	4.0200e-003		145.4426

Capitol Industrial Building
Los Angeles-South Coast County, Winter

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3090	2.9531	2.1888	2.8200e-003		0.2274	0.2274		0.2092	0.2092	0.0000	293.6454	293.6454	0.0886		295.5054
Total	0.3090	2.9531	2.1888	2.8200e-003		0.2274	0.2274		0.2092	0.2092	0.0000	293.6454	293.6454	0.0886		295.5054

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	0.0372	0.3588	0.4951	8.7000e-004	0.0233	5.5300e-003	0.0288	6.6900e-003	5.0900e-003	0.0118		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0232	0.0311	0.3257	6.9000e-004	0.0515	5.3000e-004	0.0520	0.0138	4.9000e-004	0.0142		58.0016	58.0016	3.3500e-003		58.0718
Total	0.0604	0.3899	0.8208	1.5600e-003	0.0748	6.0600e-003	0.0809	0.0204	5.5800e-003	0.0260		145.3584	145.3584	4.0200e-003		145.4426

Capitol Industrial Building
Los Angeles-South Coast County, Winter

3.7 Fine Grading - 2016

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					2.6513	0.0000	2.6513	0.2863	0.0000	0.2863			0.0000			0.0000
Off-Road	5.4615	68.0743	37.2088	0.0617		2.7226	2.7226		2.5048	2.5048		6,409.3914	6,409.3914	1.9333		6,449.9907
Total	5.4615	68.0743	37.2088	0.0617	2.6513	2.7226	5.3739	0.2863	2.5048	2.7911		6,409.3914	6,409.3914	1.9333		6,449.9907

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	0.0372	0.3588	0.4951	8.7000e-004	0.0250	5.5300e-003	0.0305	7.1000e-003	5.0900e-003	0.0122		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0788	0.1057	1.1073	2.3300e-003	0.1900	1.8000e-003	0.1918	0.0504	1.6500e-003	0.0521		197.2053	197.2053	0.0114		197.4441
Total	0.1160	0.4645	1.6025	3.2000e-003	0.2150	7.3300e-003	0.2223	0.0575	6.7400e-003	0.0642		284.5621	284.5621	0.0120		284.8150

Capitol Industrial Building
Los Angeles-South Coast County, Winter

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.1334	0.0000	1.1334	0.1224	0.0000	0.1224			0.0000			0.0000
Off-Road	5.4615	68.0743	37.2088	0.0617		2.7226	2.7226		2.5048	2.5048	0.0000	6,409.3914	6,409.3914	1.9333		6,449.9907
Total	5.4615	68.0743	37.2088	0.0617	1.1334	2.7226	3.8561	0.1224	2.5048	2.6272	0.0000	6,409.3914	6,409.3914	1.9333		6,449.9907

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	0.0372	0.3588	0.4951	8.7000e-004	0.0233	5.5300e-003	0.0288	6.6900e-003	5.0900e-003	0.0118		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0788	0.1057	1.1073	2.3300e-003	0.1752	1.8000e-003	0.1770	0.0467	1.6500e-003	0.0484		197.2053	197.2053	0.0114		197.4441
Total	0.1160	0.4645	1.6025	3.2000e-003	0.1985	7.3300e-003	0.2058	0.0534	6.7400e-003	0.0602		284.5621	284.5621	0.0120		284.8150

Capitol Industrial Building
Los Angeles-South Coast County, Winter

3.8 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6355	6.0739	4.5019	5.8100e-003		0.4677	0.4677		0.4302	0.4302		603.9751	603.9751	0.1822		607.8009
Total	0.6355	6.0739	4.5019	5.8100e-003		0.4677	0.4677		0.4302	0.4302		603.9751	603.9751	0.1822		607.8009

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	0.1301	1.2559	1.7330	3.0600e-003	0.0873	0.0194	0.1067	0.0248	0.0178	0.0426		305.7490	305.7490	2.3300e-003		305.7978
Worker	0.1761	0.2362	2.4752	5.2100e-003	0.4248	4.0200e-003	0.4288	0.1127	3.6900e-003	0.1163		440.8118	440.8118	0.0254		441.3457
Total	0.3062	1.4921	4.2082	8.2700e-003	0.5121	0.0234	0.5354	0.1375	0.0215	0.1590		746.5608	746.5608	0.0278		747.1436

Capitol Industrial Building
Los Angeles-South Coast County, Winter

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6355	6.0739	4.5019	5.8100e-003		0.4677	0.4677		0.4302	0.4302	0.0000	603.9751	603.9751	0.1822		607.8009
Total	0.6355	6.0739	4.5019	5.8100e-003		0.4677	0.4677		0.4302	0.4302	0.0000	603.9751	603.9751	0.1822		607.8009

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	0.1301	1.2559	1.7330	3.0600e-003	0.0816	0.0194	0.1009	0.0234	0.0178	0.0412		305.7490	305.7490	2.3300e-003		305.7978
Worker	0.1761	0.2362	2.4752	5.2100e-003	0.3915	4.0200e-003	0.3955	0.1045	3.6900e-003	0.1082		440.8118	440.8118	0.0254		441.3457
Total	0.3062	1.4921	4.2082	8.2700e-003	0.4731	0.0234	0.4965	0.1279	0.0215	0.1494		746.5608	746.5608	0.0278		747.1436

Capitol Industrial Building
Los Angeles-South Coast County, Winter

3.9 Building Construction Concrete Haul - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

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	0.1865	2.9018	2.3057	7.4600e-003	0.1741	0.0416	0.2158	0.0477	0.0383	0.0860		750.9174	750.9174	5.6400e-003		751.0358
Vendor	0.0930	0.8971	1.2378	2.1800e-003	0.0624	0.0138	0.0762	0.0177	0.0127	0.0305		218.3921	218.3921	1.6600e-003		218.4270
Worker	0.1158	0.1554	1.6284	3.4300e-003	0.2794	2.6400e-003	0.2821	0.0741	2.4300e-003	0.0765		290.0078	290.0078	0.0167		290.3590
Total	0.3953	3.9542	5.1719	0.0131	0.5159	0.0581	0.5740	0.1395	0.0534	0.1930		1,259.3173	1,259.3173	0.0240		1,259.8218

Capitol Industrial Building
Los Angeles-South Coast County, Winter

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000

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	0.1865	2.9018	2.3057	7.4600e-003	0.1622	0.0416	0.2039	0.0448	0.0383	0.0830		750.9174	750.9174	5.6400e-003		751.0358
Vendor	0.0930	0.8971	1.2378	2.1800e-003	0.0583	0.0138	0.0721	0.0167	0.0127	0.0295		218.3921	218.3921	1.6600e-003		218.4270
Worker	0.1158	0.1554	1.6284	3.4300e-003	0.2576	2.6400e-003	0.2602	0.0687	2.4300e-003	0.0712		290.0078	290.0078	0.0167		290.3590
Total	0.3953	3.9542	5.1719	0.0131	0.4781	0.0581	0.5362	0.1302	0.0534	0.1837		1,259.3173	1,259.3173	0.0240		1,259.8218

Capitol Industrial Building
Los Angeles-South Coast County, Winter

3.10 Architectural Coating - 2016

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	14.0596					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0679	1.1163	1.3126	2.0000e-003		0.0459	0.0459		0.0422	0.0422		207.5769	207.5769	0.0626		208.8918
Total	14.1275	1.1163	1.3126	2.0000e-003		0.0459	0.0459		0.0422	0.0422		207.5769	207.5769	0.0626		208.8918

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	0.0417	0.0559	0.5862	1.2300e-003	0.1006	9.5000e-004	0.1016	0.0267	8.7000e-004	0.0276		104.4028	104.4028	6.0200e-003		104.5293
Total	0.0417	0.0559	0.5862	1.2300e-003	0.1006	9.5000e-004	0.1016	0.0267	8.7000e-004	0.0276		104.4028	104.4028	6.0200e-003		104.5293

Capitol Industrial Building
Los Angeles-South Coast County, Winter

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	14.0596					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0679	1.1163	1.3126	2.0000e-003		0.0459	0.0459		0.0422	0.0422	0.0000	207.5769	207.5769	0.0626		208.8918
Total	14.1275	1.1163	1.3126	2.0000e-003		0.0459	0.0459		0.0422	0.0422	0.0000	207.5769	207.5769	0.0626		208.8918

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	0.0417	0.0559	0.5862	1.2300e-003	0.0927	9.5000e-004	0.0937	0.0248	8.7000e-004	0.0256		104.4028	104.4028	6.0200e-003		104.5293
Total	0.0417	0.0559	0.5862	1.2300e-003	0.0927	9.5000e-004	0.0937	0.0248	8.7000e-004	0.0256		104.4028	104.4028	6.0200e-003		104.5293

Capitol Industrial Building
Los Angeles-South Coast County, Winter

3.11 Asphalt Paving - 2016

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	1.7315	15.0775	8.4003	0.0140		0.8667	0.8667		0.7974	0.7974		1,457.4453	1,457.4453	0.4396		1,466.6773
Paving	0.8515					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.5830	15.0775	8.4003	0.0140		0.8667	0.8667		0.7974	0.7974		1,457.4453	1,457.4453	0.4396		1,466.6773

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	0.0930	0.8971	1.2378	2.1800e-003	0.0624	0.0138	0.0762	0.0177	0.0127	0.0305		218.3921	218.3921	1.6600e-003		218.4270
Worker	0.0834	0.1119	1.1725	2.4700e-003	0.2012	1.9000e-003	0.2031	0.0534	1.7500e-003	0.0551		208.8056	208.8056	0.0120		209.0585
Total	0.1764	1.0090	2.4103	4.6500e-003	0.2636	0.0157	0.2793	0.0711	0.0145	0.0856		427.1977	427.1977	0.0137		427.4855

Capitol Industrial Building
Los Angeles-South Coast County, Winter

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	1.7315	15.0775	8.4003	0.0140		0.8667	0.8667		0.7974	0.7974	0.0000	1,457.4453	1,457.4453	0.4396		1,466.6773
Paving	0.8515					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.5830	15.0775	8.4003	0.0140		0.8667	0.8667		0.7974	0.7974	0.0000	1,457.4453	1,457.4453	0.4396		1,466.6773

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	0.0930	0.8971	1.2378	2.1800e-003	0.0583	0.0138	0.0721	0.0167	0.0127	0.0295		218.3921	218.3921	1.6600e-003		218.4270
Worker	0.0834	0.1119	1.1725	2.4700e-003	0.1855	1.9000e-003	0.1874	0.0495	1.7500e-003	0.0512		208.8056	208.8056	0.0120		209.0585
Total	0.1764	1.0090	2.4103	4.6500e-003	0.2437	0.0157	0.2594	0.0662	0.0145	0.0807		427.1977	427.1977	0.0137		427.4855

Capitol Industrial Building
Los Angeles-South Coast County, Winter

3.12 Finishing/Landscaping - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Paving	0.1548					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.1548	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

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	0.0232	0.0311	0.3257	6.9000e-004	0.0559	5.3000e-004	0.0564	0.0148	4.9000e-004	0.0153		58.0016	58.0016	3.3500e-003		58.0718
Total	0.0232	0.0311	0.3257	6.9000e-004	0.0559	5.3000e-004	0.0564	0.0148	4.9000e-004	0.0153		58.0016	58.0016	3.3500e-003		58.0718

Capitol Industrial Building
Los Angeles-South Coast County, Winter

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Paving	0.1548					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.1548	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000

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	0.0232	0.0311	0.3257	6.9000e-004	0.0515	5.3000e-004	0.0520	0.0138	4.9000e-004	0.0142		58.0016	58.0016	3.3500e-003		58.0718
Total	0.0232	0.0311	0.3257	6.9000e-004	0.0515	5.3000e-004	0.0520	0.0138	4.9000e-004	0.0142		58.0016	58.0016	3.3500e-003		58.0718

Capitol Industrial Building
Los Angeles-South Coast County, Winter

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6696	3.2492	8.9352	0.0226	1.4853	0.0493	1.5345	0.3967	0.0453	0.4420		2,023.0568	2,023.0568	0.0740		2,024.6111
Unmitigated	0.6696	3.2492	8.9352	0.0226	1.4853	0.0493	1.5345	0.3967	0.0453	0.4420		2,023.0568	2,023.0568	0.0740		2,024.6111

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	128.73	128.73	128.73	698,646	698,646
Total	128.73	128.73	128.73	698,646	698,646

Capitol Industrial Building
Los Angeles-South Coast County, Winter

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	14.91	14.91	14.91	59.00	0.00	41.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.553614	0.060626	0.184930	0.052000	0.038749	0.006251	0.034586	0.065414	0.000000	0.000000	0.003829	0.000000	0.000000

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	6.6000e-004	5.9800e-003	5.0200e-003	4.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004		7.1704	7.1704	1.4000e-004	1.3000e-004	7.2141
NaturalGas Unmitigated	9.7000e-004	8.8400e-003	7.4200e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6065	10.6065	2.0000e-004	1.9000e-004	10.6710

Capitol Industrial Building
Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - Natural Gas
Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	lb/day										lb/day						
Other Non-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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No	90.1548	9.7000e-004	8.8400e-003	7.4200e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6065	10.6065	2.0000e-004	1.9000e-004	10.6710	
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		9.7000e-004	8.8400e-003	7.4200e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6065	10.6065	2.0000e-004	1.9000e-004	10.6710	

Capitol Industrial Building
Los Angeles-South Coast County, Winter

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No	0.0609486	6.6000e-004	5.9800e-003	5.0200e-003	4.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004		7.1704	7.1704	1.4000e-004	1.3000e-004	7.2141
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
Other Non-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		6.6000e-004	5.9800e-003	5.0200e-003	4.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004		7.1704	7.1704	1.4000e-004	1.3000e-004	7.2141

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	1.3046	4.0000e-005	3.8800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.1000e-003	8.1000e-003	2.0000e-005		8.5900e-003
Unmitigated	1.3046	4.0000e-005	3.8800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.1000e-003	8.1000e-003	2.0000e-005		8.5900e-003

Capitol Industrial Building
Los Angeles-South Coast County, Winter

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	0.1236					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1807					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.8000e-004	4.0000e-005	3.8800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.1000e-003	8.1000e-003	2.0000e-005		8.5900e-003
Total	1.3046	4.0000e-005	3.8800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.1000e-003	8.1000e-003	2.0000e-005		8.5900e-003

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	0.1236					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1807					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.8000e-004	4.0000e-005	3.8800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.1000e-003	8.1000e-003	2.0000e-005		8.5900e-003
Total	1.3046	4.0000e-005	3.8800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.1000e-003	8.1000e-003	2.0000e-005		8.5900e-003

Capitol Industrial Building
Los Angeles-South Coast County, Winter

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

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
Forklifts	1	12.00	260	89	0.20	Diesel

UnMitigated/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
Equipment Type	lb/day										lb/day					
Forklifts	0.3404	2.9300	1.8945	2.2900e-003		0.2450	0.2450		0.2254	0.2254		238.0829	238.0829	0.0718		239.5910
Total	0.3404	2.9300	1.8945	2.2900e-003		0.2450	0.2450		0.2254	0.2254		238.0829	238.0829	0.0718		239.5910

Capitol Industrial Building
Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	36.16	1000sqft	0.83	36,161.00	0
Other Asphalt Surfaces	0.11	Acre	0.11	0.00	0
Other Non-Asphalt Surfaces	0.22	Acre	0.22	0.00	0
Parking Lot	0.54	Acre	0.54	23,468.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9	Operational Year	2016		
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 0 Land Use Square Feet to exclude striping

Construction Phase - Based on construction information provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Placeholder only.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Capitol Industrial Building
Los Angeles-South Coast County, Summer

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Placeholder only.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Trips and VMT - Water truck and dump truck emissions accounted for in the vendor trips assigned. Worker trips = default + provided.

Grading -

Architectural Coating - Based on information provided by the Applicant.

Vehicle Trips - Based on the SCAG 2012 RTP model for model year 2020 provided by Iteris.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Area Coating - Based on information provided by the Applicant.

Water And Wastewater - City of Los Angeles 2006.

Solid Waste - CalRecycle 2009.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 & 1186

Energy Mitigation - 2016 Building and Energy Efficiency Standards.

Water Mitigation -

Operational Off-Road Equipment - Based on Raymond Handling Solutions fleet estimate.

Capitol Industrial Building
Los Angeles-South Coast County, Summer

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	18,433.00	16,805.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	228
tblAreaCoating	Area_Nonresidential_Interior	55298	22119
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	228	250
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstructionPhase	NumDays	10.00	21.00
tblConstructionPhase	NumDays	200.00	87.00
tblConstructionPhase	NumDays	200.00	14.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	4.00	11.00
tblConstructionPhase	NumDays	4.00	6.00
tblConstructionPhase	NumDays	10.00	2.00
tblConstructionPhase	NumDays	10.00	11.00
tblConstructionPhase	NumDays	2.00	6.00
tblConstructionPhase	PhaseEndDate	4/18/2016	7/28/2016
tblConstructionPhase	PhaseEndDate	7/19/2016	3/18/2016
tblConstructionPhase	PhaseEndDate	1/8/2016	1/9/2016
tblConstructionPhase	PhaseEndDate	2/8/2016	1/23/2016
tblConstructionPhase	PhaseEndDate	2/19/2016	2/21/2016
tblConstructionPhase	PhaseStartDate	3/19/2016	6/30/2016
tblConstructionPhase	PhaseStartDate	6/30/2016	3/1/2016
tblConstructionPhase	PhaseStartDate	2/3/2016	1/19/2016
tblConstructionPhase	PhaseStartDate	1/10/2016	1/11/2016
tblGrading	MaterialImported	0.00	3,850.00

Capitol Industrial Building
Los Angeles-South Coast County, Summer

tblLandUse	LandUseSquareFeet	36,160.00	36,161.00
tblLandUse	LandUseSquareFeet	4,791.60	0.00
tblLandUse	LandUseSquareFeet	9,583.20	0.00
tblLandUse	LandUseSquareFeet	23,522.40	23,468.00
tblOffRoadEquipment	HorsePower	174.00	179.00
tblOffRoadEquipment	HorsePower	80.00	49.00
tblOffRoadEquipment	HorsePower	80.00	36.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	110.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	62.00	75.00
tblOffRoadEquipment	HorsePower	162.00	153.00
tblOffRoadEquipment	HorsePower	174.00	179.00
tblOffRoadEquipment	HorsePower	171.00	215.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	361.00	407.00
tblOffRoadEquipment	HorsePower	361.00	407.00
tblOffRoadEquipment	HorsePower	361.00	407.00
tblOffRoadEquipment	HorsePower	97.00	88.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

Capitol Industrial Building
Los Angeles-South Coast County, Summer

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

Capitol Industrial Building
Los Angeles-South Coast County, Summer

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	12.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2016
tblSolidWaste	SolidWasteGenerationRate	33.99	84.00
tblTripsAndVMT	HaulingTripLength	20.00	19.00
tblTripsAndVMT	HaulingTripNumber	481.00	550.00
tblTripsAndVMT	HaulingTripNumber	0.00	140.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	10.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	10.00	14.00
tblTripsAndVMT	WorkerTripNumber	8.00	12.00
tblTripsAndVMT	WorkerTripNumber	13.00	18.00
tblTripsAndVMT	WorkerTripNumber	0.00	5.00
tblTripsAndVMT	WorkerTripNumber	13.00	17.00

Capitol Industrial Building
Los Angeles-South Coast County, Summer

tblTripsAndVMT	WorkerTripNumber	15.00	18.00
tblTripsAndVMT	WorkerTripNumber	3.00	5.00
tblTripsAndVMT	WorkerTripNumber	15.00	17.00
tblTripsAndVMT	WorkerTripNumber	25.00	38.00
tblTripsAndVMT	WorkerTripNumber	5.00	9.00
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	MCY	3.6910e-003	3.8290e-003
tblVehicleEF	MCY	3.6910e-003	3.8290e-003
tblVehicleEF	MCY	3.6910e-003	3.8290e-003
tblVehicleEF	MDV	0.13	0.05

Capitol Industrial Building
Los Angeles-South Coast County, Summer

tblVehicleEF	MDV	0.13	0.05
tblVehicleEF	MDV	0.13	0.05
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleTrips	CC_TL	8.40	14.91
tblVehicleTrips	CNW_TL	6.90	14.91
tblVehicleTrips	CW_TL	16.60	14.91
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	2.59	3.56
tblVehicleTrips	SU_TR	2.59	3.56
tblVehicleTrips	WD_TR	2.59	3.56
tblWater	AerobicPercent	87.46	100.00

Capitol Industrial Building
Los Angeles-South Coast County, Summer

tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	IndoorWaterUseRate	8,362,000.00	538,948.00
tblWater	OutdoorWaterUseRate	0.00	53,895.00
tblWater	SepticTankPercent	10.33	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					
2016	14.1676	102.1366	66.9899	0.1615	4.7309	3.2403	7.9712	0.9288	2.9810	3.9098	0.0000	16,420.1877	16,420.1877	1.9954	0.0000	16,462.0918
Total	14.1676	102.1366	66.9899	0.1615	4.7309	3.2403	7.9712	0.9288	2.9810	3.9098	0.0000	16,420.1877	16,420.1877	1.9954	0.0000	16,462.0918

Capitol Industrial Building
Los Angeles-South Coast County, Summer

2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.3046	4.0000e-005	3.8800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.1000e-003	8.1000e-003	2.0000e-005		8.5900e-003
Energy	9.7000e-004	8.8400e-003	7.4200e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6065	10.6065	2.0000e-004	1.9000e-004	10.6710
Mobile	0.6429	3.1007	8.9939	0.0235	1.4853	0.0491	1.5343	0.3967	0.0451	0.4419		2,102.7770	2,102.7770	0.0739		2,104.3298
Offroad	0.3404	2.9300	1.8945	2.2900e-003		0.2450	0.2450		0.2254	0.2254		238.0829	238.0829	0.0718		239.5910
Total	2.2889	6.0395	10.8997	0.0259	1.4853	0.2948	1.7800	0.3967	0.2712	0.6679		2,351.4745	2,351.4745	0.1460	1.9000e-004	2,354.6005

Capitol Industrial Building
Los Angeles-South Coast County, Summer

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.3046	4.0000e-005	3.8800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.1000e-003	8.1000e-003	2.0000e-005		8.5900e-003
Energy	6.6000e-004	5.9800e-003	5.0200e-003	4.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004		7.1704	7.1704	1.4000e-004	1.3000e-004	7.2141
Mobile	0.6429	3.1007	8.9939	0.0235	1.4853	0.0491	1.5343	0.3967	0.0451	0.4419		2,102.7770	2,102.7770	0.0739		2,104.3298
Offroad	0.3404	2.9300	1.8945	2.2900e-003		0.2450	0.2450		0.2254	0.2254		238.0829	238.0829	0.0718		239.5910
Total	2.2885	6.0367	10.8973	0.0259	1.4853	0.2945	1.7798	0.3967	0.2710	0.6677		2,348.0385	2,348.0385	0.1459	1.3000e-004	2,351.1435

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	14.89	48.56	17.40	8.89	0.00	83.19	13.78	0.00	83.19	33.78	0.00	10.27	10.27	49.24	31.58	10.32

Capitol Industrial Building
Los Angeles-South Coast County, Summer

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/4/2016	1/9/2016	5	5	
2	Site Preparation	Site Preparation	1/11/2016	1/18/2016	5	6	
3	Rough Grading	Grading	1/19/2016	2/2/2016	5	11	
4	Rough Grading Soil Haul	Grading	1/19/2016	1/23/2016	5	4	
5	Utility Trenching	Trenching	1/24/2016	2/21/2016	5	20	
6	Fine Grading	Grading	2/22/2016	2/29/2016	5	6	
7	Building Construction	Building Construction	3/1/2016	6/29/2016	5	87	
8	Building Construction Concrete Haul	Building Construction	3/1/2016	3/18/2016	5	14	
9	Architectural Coating	Architectural Coating	6/30/2016	7/28/2016	5	21	
10	Asphalt Paving	Paving	7/29/2016	8/1/2016	5	2	
11	Finishing/Landscaping	Paving	8/2/2016	8/16/2016	5	11	

Acres of Grading (Site Preparation Phase): 12

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 55,298; Non-Residential Outdoor: 16,805 (Architectural Coating –

Capitol Industrial Building
Los Angeles-South Coast County, Summer

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Other Construction Equipment	1	8.00	215	0.42
Demolition	Rubber Tired Dozers	0	8.00	255	0.40
Demolition	Rubber Tired Loaders	1	8.00	318	0.36
Demolition	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Site Preparation	Graders	0	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	0	7.00	255	0.40
Site Preparation	Rubber Tired Loaders	2	8.00	318	0.36
Site Preparation	Scrapers	2	8.00	407	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Rough Grading	Excavators	1	8.00	153	0.38
Rough Grading	Graders	0	6.00	174	0.41
Rough Grading	Rubber Tired Dozers	0	6.00	255	0.40
Rough Grading	Rubber Tired Loaders	2	8.00	318	0.36
Rough Grading	Scrapers	2	8.00	407	0.48
Rough Grading	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Rough Grading Soil Haul	Graders	0	6.00	174	0.41
Rough Grading Soil Haul	Rubber Tired Dozers	0	6.00	255	0.40
Rough Grading Soil Haul	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Utility Trenching	Tractors/Loaders/Backhoes	1	8.00	88	0.37
Fine Grading	Graders	1	8.00	179	0.41
Fine Grading	Rubber Tired Dozers	0	6.00	255	0.40
Fine Grading	Rubber Tired Loaders	2	8.00	318	0.36
Fine Grading	Scrapers	2	8.00	407	0.48
Fine Grading	Tractors/Loaders/Backhoes	1	8.00	71	0.37

Capitol Industrial Building
Los Angeles-South Coast County, Summer

Building Construction	Cranes	0	6.00	226	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Building Construction	Tractors/Loaders/Backhoes	1	8.00	110	0.37
Building Construction	Welders	0	8.00	46	0.45
Building Construction Concrete Haul	Cranes	0	6.00	226	0.29
Building Construction Concrete Haul	Forklifts	0	6.00	89	0.20
Building Construction Concrete Haul	Generator Sets	0	8.00	84	0.74
Building Construction Concrete Haul	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Building Construction Concrete Haul	Welders	0	8.00	46	0.45
Architectural Coating	Aerial Lifts	1	8.00	75	0.31
Architectural Coating	Air Compressors	0	6.00	78	0.48
Asphalt Paving	Cement and Mortar Mixers	0	6.00	9	0.56
Asphalt Paving	Graders	1	8.00	179	0.41
Asphalt Paving	Pavers	0	6.00	125	0.42
Asphalt Paving	Paving Equipment	0	8.00	130	0.36
Asphalt Paving	Rollers	1	8.00	49	0.38
Asphalt Paving	Rollers	1	8.00	36	0.38
Asphalt Paving	Tractors/Loaders/Backhoes	2	8.00	71	0.37
Finishing/Landscaping	Cement and Mortar Mixers	0	6.00	9	0.56
Finishing/Landscaping	Pavers	0	6.00	125	0.42
Finishing/Landscaping	Paving Equipment	0	8.00	130	0.36
Finishing/Landscaping	Rollers	0	7.00	80	0.38
Finishing/Landscaping	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class	
Demolition		3	12.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation		5	17.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Rough Grading		6	18.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Rough Grading Soil Haul		0	0.00	0.00	550.00	14.70	6.90	19.00	LD_Mix	HDT_Mix	HHDT
Utility Trenching		1	5.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Fine Grading		6	17.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction		2	38.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction Concrete Haul		0	25.00	10.00	140.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating		1	9.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Asphalt Paving		5	18.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Finishing/Landscaping		0	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

Capitol Industrial Building
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3.2 Demolition - 2016

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	1.0390	11.7257	6.1172	0.0120		0.5344	0.5344		0.4916	0.4916		1,247.3302	1,247.3302	0.3762		1,255.2312
Total	1.0390	11.7257	6.1172	0.0120		0.5344	0.5344		0.4916	0.4916		1,247.3302	1,247.3302	0.3762		1,255.2312

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	0.0337	0.3500	0.4067	8.8000e-004	0.0250	5.4700e-003	0.0304	7.1000e-003	5.0300e-003	0.0121		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0535	0.0673	0.8324	1.7400e-003	0.1341	1.2700e-003	0.1354	0.0356	1.1700e-003	0.0367		147.4826	147.4826	8.0300e-003		147.6512
Total	0.0872	0.4173	1.2391	2.6200e-003	0.1591	6.7400e-003	0.1658	0.0427	6.2000e-003	0.0489		235.5708	235.5708	8.6800e-003		235.7530

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0390	11.7257	6.1172	0.0120		0.5344	0.5344		0.4916	0.4916	0.0000	1,247.3302	1,247.3302	0.3762		1,255.2312
Total	1.0390	11.7257	6.1172	0.0120		0.5344	0.5344		0.4916	0.4916	0.0000	1,247.3302	1,247.3302	0.3762		1,255.2312

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	0.0337	0.3500	0.4067	8.8000e-004	0.0233	5.4700e-003	0.0288	6.6900e-003	5.0300e-003	0.0117		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0535	0.0673	0.8324	1.7400e-003	0.1236	1.2700e-003	0.1249	0.0330	1.1700e-003	0.0342		147.4826	147.4826	8.0300e-003		147.6512
Total	0.0872	0.4173	1.2391	2.6200e-003	0.1469	6.7400e-003	0.1537	0.0397	6.2000e-003	0.0459		235.5708	235.5708	8.6800e-003		235.7530

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3.3 Site Preparation - 2016

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					2.1210	0.0000	2.1210	0.2290	0.0000	0.2290			0.0000			0.0000
Off-Road	4.9460	60.7445	35.3201	0.0553		2.4845	2.4845		2.2858	2.2858		5,747.0635	5,747.0635	1.7335		5,783.4674
Total	4.9460	60.7445	35.3201	0.0553	2.1210	2.4845	4.6055	0.2290	2.2858	2.5148		5,747.0635	5,747.0635	1.7335		5,783.4674

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	0.0337	0.3500	0.4067	8.8000e-004	0.0250	5.4700e-003	0.0304	7.1000e-003	5.0300e-003	0.0121		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0757	0.0953	1.1793	2.4700e-003	0.1900	1.8000e-003	0.1918	0.0504	1.6500e-003	0.0521		208.9336	208.9336	0.0114		209.1725
Total	0.1094	0.4453	1.5860	3.3500e-003	0.2150	7.2700e-003	0.2222	0.0575	6.6800e-003	0.0642		297.0219	297.0219	0.0120		297.2743

Capitol Industrial Building
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.9067	0.0000	0.9067	0.0979	0.0000	0.0979			0.0000			0.0000
Off-Road	4.9460	60.7445	35.3201	0.0553		2.4845	2.4845		2.2858	2.2858	0.0000	5,747.0635	5,747.0635	1.7335		5,783.4673
Total	4.9460	60.7445	35.3201	0.0553	0.9067	2.4845	3.3913	0.0979	2.2858	2.3837	0.0000	5,747.0635	5,747.0635	1.7335		5,783.4673

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	0.0337	0.3500	0.4067	8.8000e-004	0.0233	5.4700e-003	0.0288	6.6900e-003	5.0300e-003	0.0117		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0757	0.0953	1.1793	2.4700e-003	0.1752	1.8000e-003	0.1770	0.0467	1.6500e-003	0.0484		208.9336	208.9336	0.0114		209.1725
Total	0.1094	0.4453	1.5860	3.3500e-003	0.1985	7.2700e-003	0.2057	0.0534	6.6800e-003	0.0601		297.0219	297.0219	0.0120		297.2743

Capitol Industrial Building
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3.4 Rough Grading - 2016

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					2.1210	0.0000	2.1210	0.2290	0.0000	0.2290			0.0000			0.0000
Off-Road	5.3126	64.9291	38.5581	0.0603		2.6904	2.6904		2.4752	2.4752		6,266.4306	6,266.4306	1.8902		6,306.1243
Total	5.3126	64.9291	38.5581	0.0603	2.1210	2.6904	4.8114	0.2290	2.4752	2.7042		6,266.4306	6,266.4306	1.8902		6,306.1243

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	0.0337	0.3500	0.4067	8.8000e-004	0.0250	5.4700e-003	0.0304	7.1000e-003	5.0300e-003	0.0121		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0802	0.1009	1.2487	2.6200e-003	0.2012	1.9000e-003	0.2031	0.0534	1.7500e-003	0.0551		221.2238	221.2238	0.0120		221.4767
Total	0.1139	0.4509	1.6553	3.5000e-003	0.2262	7.3700e-003	0.2335	0.0605	6.7800e-003	0.0672		309.3121	309.3121	0.0127		309.5786

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.9067	0.0000	0.9067	0.0979	0.0000	0.0979			0.0000			0.0000
Off-Road	5.3126	64.9291	38.5581	0.0603		2.6904	2.6904		2.4752	2.4752	0.0000	6,266.4306	6,266.4306	1.8902		6,306.1243
Total	5.3126	64.9291	38.5581	0.0603	0.9067	2.6904	3.5972	0.0979	2.4752	2.5731	0.0000	6,266.4306	6,266.4306	1.8902		6,306.1243

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	0.0337	0.3500	0.4067	8.8000e-004	0.0233	5.4700e-003	0.0288	6.6900e-003	5.0300e-003	0.0117		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0802	0.1009	1.2487	2.6200e-003	0.1855	1.9000e-003	0.1874	0.0495	1.7500e-003	0.0512		221.2238	221.2238	0.0120		221.4767
Total	0.1139	0.4509	1.6553	3.5000e-003	0.2088	7.3700e-003	0.2161	0.0562	6.7800e-003	0.0630		309.3121	309.3121	0.0127		309.5786

Capitol Industrial Building
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3.5 Rough Grading Soil Haul - 2016

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					0.1089	0.0000	0.1089	0.0165	0.0000	0.0165			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.1089	0.0000	0.1089	0.0165	0.0000	0.0165		0.0000	0.0000	0.0000		0.0000

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	2.3425	36.7566	26.7765	0.0977	2.2749	0.5425	2.8174	0.6229	0.4990	1.1219		9,844.4451	9,844.4451	0.0731		9,845.9792
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	0.0000	0.0000	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	2.3425	36.7566	26.7765	0.0977	2.2749	0.5425	2.8174	0.6229	0.4990	1.1219		9,844.4451	9,844.4451	0.0731		9,845.9792

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0465	0.0000	0.0465	7.0500e-003	0.0000	7.0500e-003			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0465	0.0000	0.0465	7.0500e-003	0.0000	7.0500e-003	0.0000	0.0000	0.0000	0.0000		0.0000

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	2.3425	36.7566	26.7765	0.0977	2.1194	0.5425	2.6619	0.5847	0.4990	1.0837		9,844.4451	9,844.4451	0.0731		9,845.9792
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	0.0000	0.0000	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	2.3425	36.7566	26.7765	0.0977	2.1194	0.5425	2.6619	0.5847	0.4990	1.0837		9,844.4451	9,844.4451	0.0731		9,845.9792

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3.6 Utility Trenching - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3090	2.9531	2.1888	2.8200e-003		0.2274	0.2274		0.2092	0.2092		293.6454	293.6454	0.0886		295.5054
Total	0.3090	2.9531	2.1888	2.8200e-003		0.2274	0.2274		0.2092	0.2092		293.6454	293.6454	0.0886		295.5054

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	0.0337	0.3500	0.4067	8.8000e-004	0.0250	5.4700e-003	0.0304	7.1000e-003	5.0300e-003	0.0121		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0223	0.0280	0.3469	7.3000e-004	0.0559	5.3000e-004	0.0564	0.0148	4.9000e-004	0.0153		61.4511	61.4511	3.3500e-003		61.5213
Total	0.0560	0.3781	0.7535	1.6100e-003	0.0808	6.0000e-003	0.0868	0.0219	5.5200e-003	0.0274		149.5393	149.5393	4.0000e-003		149.6231

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3090	2.9531	2.1888	2.8200e-003		0.2274	0.2274		0.2092	0.2092	0.0000	293.6454	293.6454	0.0886		295.5054
Total	0.3090	2.9531	2.1888	2.8200e-003		0.2274	0.2274		0.2092	0.2092	0.0000	293.6454	293.6454	0.0886		295.5054

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	0.0337	0.3500	0.4067	8.8000e-004	0.0233	5.4700e-003	0.0288	6.6900e-003	5.0300e-003	0.0117		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0223	0.0280	0.3469	7.3000e-004	0.0515	5.3000e-004	0.0520	0.0138	4.9000e-004	0.0142		61.4511	61.4511	3.3500e-003		61.5213
Total	0.0560	0.3781	0.7535	1.6100e-003	0.0748	6.0000e-003	0.0808	0.0204	5.5200e-003	0.0260		149.5393	149.5393	4.0000e-003		149.6231

Capitol Industrial Building
Los Angeles-South Coast County, Summer

3.7 Fine Grading - 2016

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					2.6513	0.0000	2.6513	0.2863	0.0000	0.2863			0.0000			0.0000
Off-Road	5.4615	68.0743	37.2088	0.0617		2.7226	2.7226		2.5048	2.5048		6,409.3914	6,409.3914	1.9333		6,449.9907
Total	5.4615	68.0743	37.2088	0.0617	2.6513	2.7226	5.3739	0.2863	2.5048	2.7911		6,409.3914	6,409.3914	1.9333		6,449.9907

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	0.0337	0.3500	0.4067	8.8000e-004	0.0250	5.4700e-003	0.0304	7.1000e-003	5.0300e-003	0.0121		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0757	0.0953	1.1793	2.4700e-003	0.1900	1.8000e-003	0.1918	0.0504	1.6500e-003	0.0521		208.9336	208.9336	0.0114		209.1725
Total	0.1094	0.4453	1.5860	3.3500e-003	0.2150	7.2700e-003	0.2222	0.0575	6.6800e-003	0.0642		297.0219	297.0219	0.0120		297.2743

Capitol Industrial Building
Los Angeles-South Coast County, Summer

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.1334	0.0000	1.1334	0.1224	0.0000	0.1224			0.0000			0.0000
Off-Road	5.4615	68.0743	37.2088	0.0617		2.7226	2.7226		2.5048	2.5048	0.0000	6,409.3914	6,409.3914	1.9333		6,449.9907
Total	5.4615	68.0743	37.2088	0.0617	1.1334	2.7226	3.8561	0.1224	2.5048	2.6272	0.0000	6,409.3914	6,409.3914	1.9333		6,449.9907

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	0.0337	0.3500	0.4067	8.8000e-004	0.0233	5.4700e-003	0.0288	6.6900e-003	5.0300e-003	0.0117		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0757	0.0953	1.1793	2.4700e-003	0.1752	1.8000e-003	0.1770	0.0467	1.6500e-003	0.0484		208.9336	208.9336	0.0114		209.1725
Total	0.1094	0.4453	1.5860	3.3500e-003	0.1985	7.2700e-003	0.2057	0.0534	6.6800e-003	0.0601		297.0219	297.0219	0.0120		297.2743

Capitol Industrial Building
Los Angeles-South Coast County, Summer

3.8 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6355	6.0739	4.5019	5.8100e-003		0.4677	0.4677		0.4302	0.4302		603.9751	603.9751	0.1822		607.8009
Total	0.6355	6.0739	4.5019	5.8100e-003		0.4677	0.4677		0.4302	0.4302		603.9751	603.9751	0.1822		607.8009

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	0.1180	1.2251	1.4234	3.0800e-003	0.0873	0.0192	0.1065	0.0248	0.0176	0.0425		308.3089	308.3089	2.2600e-003		308.3564
Worker	0.1693	0.2130	2.6361	5.5300e-003	0.4248	4.0200e-003	0.4288	0.1127	3.6900e-003	0.1163		467.0281	467.0281	0.0254		467.5620
Total	0.2872	1.4381	4.0594	8.6100e-003	0.5121	0.0232	0.5352	0.1375	0.0213	0.1588		775.3370	775.3370	0.0277		775.9184

Capitol Industrial Building
Los Angeles-South Coast County, Summer

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6355	6.0739	4.5019	5.8100e-003		0.4677	0.4677		0.4302	0.4302	0.0000	603.9751	603.9751	0.1822		607.8009
Total	0.6355	6.0739	4.5019	5.8100e-003		0.4677	0.4677		0.4302	0.4302	0.0000	603.9751	603.9751	0.1822		607.8009

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	0.1180	1.2251	1.4234	3.0800e-003	0.0816	0.0192	0.1007	0.0234	0.0176	0.0410		308.3089	308.3089	2.2600e-003		308.3564
Worker	0.1693	0.2130	2.6361	5.5300e-003	0.3915	4.0200e-003	0.3955	0.1045	3.6900e-003	0.1082		467.0281	467.0281	0.0254		467.5620
Total	0.2872	1.4381	4.0594	8.6100e-003	0.4731	0.0232	0.4962	0.1279	0.0213	0.1492		775.3370	775.3370	0.0277		775.9184

Capitol Industrial Building
Los Angeles-South Coast County, Summer

3.9 Building Construction Concrete Haul - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

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	0.1761	2.8032	1.9893	7.4700e-003	0.1741	0.0415	0.2157	0.0477	0.0382	0.0859		752.6844	752.6844	5.5700e-003		752.8013
Vendor	0.0843	0.8751	1.0167	2.2000e-003	0.0624	0.0137	0.0760	0.0177	0.0126	0.0303		220.2206	220.2206	1.6200e-003		220.2546
Worker	0.1114	0.1401	1.7342	3.6300e-003	0.2794	2.6400e-003	0.2821	0.0741	2.4300e-003	0.0765		307.2553	307.2553	0.0167		307.6066
Total	0.3717	3.8184	4.7402	0.0133	0.5159	0.0578	0.5738	0.1395	0.0532	0.1927		1,280.1603	1,280.1603	0.0239		1,280.6624

Capitol Industrial Building
Los Angeles-South Coast County, Summer

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000

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	0.1761	2.8032	1.9893	7.4700e-003	0.1622	0.0415	0.2038	0.0448	0.0382	0.0829		752.6844	752.6844	5.5700e-003		752.8013
Vendor	0.0843	0.8751	1.0167	2.2000e-003	0.0583	0.0137	0.0719	0.0167	0.0126	0.0293		220.2206	220.2206	1.6200e-003		220.2546
Worker	0.1114	0.1401	1.7342	3.6300e-003	0.2576	2.6400e-003	0.2602	0.0687	2.4300e-003	0.0712		307.2553	307.2553	0.0167		307.6066
Total	0.3717	3.8184	4.7402	0.0133	0.4781	0.0578	0.5359	0.1302	0.0532	0.1834		1,280.1603	1,280.1603	0.0239		1,280.6624

Capitol Industrial Building
Los Angeles-South Coast County, Summer

3.10 Architectural Coating - 2016

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	14.0596					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0679	1.1163	1.3126	2.0000e-003		0.0459	0.0459		0.0422	0.0422		207.5769	207.5769	0.0626		208.8918
Total	14.1275	1.1163	1.3126	2.0000e-003		0.0459	0.0459		0.0422	0.0422		207.5769	207.5769	0.0626		208.8918

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	0.0401	0.0505	0.6243	1.3100e-003	0.1006	9.5000e-004	0.1016	0.0267	8.7000e-004	0.0276		110.6119	110.6119	6.0200e-003		110.7384
Total	0.0401	0.0505	0.6243	1.3100e-003	0.1006	9.5000e-004	0.1016	0.0267	8.7000e-004	0.0276		110.6119	110.6119	6.0200e-003		110.7384

Capitol Industrial Building
Los Angeles-South Coast County, Summer

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	14.0596					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0679	1.1163	1.3126	2.0000e-003		0.0459	0.0459		0.0422	0.0422	0.0000	207.5769	207.5769	0.0626		208.8918
Total	14.1275	1.1163	1.3126	2.0000e-003		0.0459	0.0459		0.0422	0.0422	0.0000	207.5769	207.5769	0.0626		208.8918

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	0.0401	0.0505	0.6243	1.3100e-003	0.0927	9.5000e-004	0.0937	0.0248	8.7000e-004	0.0256		110.6119	110.6119	6.0200e-003		110.7384
Total	0.0401	0.0505	0.6243	1.3100e-003	0.0927	9.5000e-004	0.0937	0.0248	8.7000e-004	0.0256		110.6119	110.6119	6.0200e-003		110.7384

Capitol Industrial Building
Los Angeles-South Coast County, Summer

3.11 Asphalt Paving - 2016

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	1.7315	15.0775	8.4003	0.0140		0.8667	0.8667		0.7974	0.7974		1,457.4453	1,457.4453	0.4396		1,466.6773
Paving	0.8515					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.5830	15.0775	8.4003	0.0140		0.8667	0.8667		0.7974	0.7974		1,457.4453	1,457.4453	0.4396		1,466.6773

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	0.0843	0.8751	1.0167	2.2000e-003	0.0624	0.0137	0.0760	0.0177	0.0126	0.0303		220.2206	220.2206	1.6200e-003		220.2546
Worker	0.0802	0.1009	1.2487	2.6200e-003	0.2012	1.9000e-003	0.2031	0.0534	1.7500e-003	0.0551		221.2238	221.2238	0.0120		221.4767
Total	0.1644	0.9760	2.2653	4.8200e-003	0.2636	0.0156	0.2791	0.0711	0.0143	0.0854		441.4444	441.4444	0.0137		441.7313

Capitol Industrial Building
Los Angeles-South Coast County, Summer

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	1.7315	15.0775	8.4003	0.0140		0.8667	0.8667		0.7974	0.7974	0.0000	1,457.4453	1,457.4453	0.4396		1,466.6773
Paving	0.8515					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.5830	15.0775	8.4003	0.0140		0.8667	0.8667		0.7974	0.7974	0.0000	1,457.4453	1,457.4453	0.4396		1,466.6773

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	0.0843	0.8751	1.0167	2.2000e-003	0.0583	0.0137	0.0719	0.0167	0.0126	0.0293		220.2206	220.2206	1.6200e-003		220.2546
Worker	0.0802	0.1009	1.2487	2.6200e-003	0.1855	1.9000e-003	0.1874	0.0495	1.7500e-003	0.0512		221.2238	221.2238	0.0120		221.4767
Total	0.1644	0.9760	2.2653	4.8200e-003	0.2437	0.0156	0.2593	0.0662	0.0143	0.0806		441.4444	441.4444	0.0137		441.7313

Capitol Industrial Building
Los Angeles-South Coast County, Summer

3.12 Finishing/Landscaping - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Paving	0.1548					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.1548	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

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	0.0223	0.0280	0.3469	7.3000e-004	0.0559	5.3000e-004	0.0564	0.0148	4.9000e-004	0.0153		61.4511	61.4511	3.3500e-003		61.5213
Total	0.0223	0.0280	0.3469	7.3000e-004	0.0559	5.3000e-004	0.0564	0.0148	4.9000e-004	0.0153		61.4511	61.4511	3.3500e-003		61.5213

Capitol Industrial Building
Los Angeles-South Coast County, Summer

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Paving	0.1548					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.1548	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000

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	0.0223	0.0280	0.3469	7.3000e-004	0.0515	5.3000e-004	0.0520	0.0138	4.9000e-004	0.0142		61.4511	61.4511	3.3500e-003		61.5213
Total	0.0223	0.0280	0.3469	7.3000e-004	0.0515	5.3000e-004	0.0520	0.0138	4.9000e-004	0.0142		61.4511	61.4511	3.3500e-003		61.5213

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6429	3.1007	8.9939	0.0235	1.4853	0.0491	1.5343	0.3967	0.0451	0.4419		2,102.7770	2,102.7770	0.0739		2,104.3298
Unmitigated	0.6429	3.1007	8.9939	0.0235	1.4853	0.0491	1.5343	0.3967	0.0451	0.4419		2,102.7770	2,102.7770	0.0739		2,104.3298

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	128.73	128.73	128.73	698,646	698,646
Total	128.73	128.73	128.73	698,646	698,646

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4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	14.91	14.91	14.91	59.00	0.00	41.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.553614	0.060626	0.184930	0.052000	0.038749	0.006251	0.034586	0.065414	0.000000	0.000000	0.003829	0.000000	0.000000

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	6.6000e-004	5.9800e-003	5.0200e-003	4.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004		7.1704	7.1704	1.4000e-004	1.3000e-004	7.2141
NaturalGas Unmitigated	9.7000e-004	8.8400e-003	7.4200e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6065	10.6065	2.0000e-004	1.9000e-004	10.6710

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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					
Other Non-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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Cool	90.1548	9.7000e-004	8.8400e-003	7.4200e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6065	10.6065	2.0000e-004	1.9000e-004	10.6710
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		9.7000e-004	8.8400e-003	7.4200e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.6065	10.6065	2.0000e-004	1.9000e-004	10.6710

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Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No	0.0609486	6.6000e-004	5.9800e-003	5.0200e-003	4.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004		7.1704	7.1704	1.4000e-004	1.3000e-004	7.2141
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
Other Non-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		6.6000e-004	5.9800e-003	5.0200e-003	4.0000e-005		4.5000e-004	4.5000e-004		4.5000e-004	4.5000e-004		7.1704	7.1704	1.4000e-004	1.3000e-004	7.2141

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	1.3046	4.0000e-005	3.8800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.1000e-003	8.1000e-003	2.0000e-005		8.5900e-003
Unmitigated	1.3046	4.0000e-005	3.8800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.1000e-003	8.1000e-003	2.0000e-005		8.5900e-003

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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	0.1236					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1807					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.8000e-004	4.0000e-005	3.8800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.1000e-003	8.1000e-003	2.0000e-005		8.5900e-003
Total	1.3046	4.0000e-005	3.8800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.1000e-003	8.1000e-003	2.0000e-005		8.5900e-003

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	0.1236					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.1807					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.8000e-004	4.0000e-005	3.8800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.1000e-003	8.1000e-003	2.0000e-005		8.5900e-003
Total	1.3046	4.0000e-005	3.8800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		8.1000e-003	8.1000e-003	2.0000e-005		8.5900e-003

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7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

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
Forklifts	1	12.00	260	89	0.20	Diesel

UnMitigated/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
Equipment Type	lb/day										lb/day					
Forklifts	0.3404	2.9300	1.8945	2.2900e-003		0.2450	0.2450		0.2254	0.2254		238.0829	238.0829	0.0718		239.5910
Total	0.3404	2.9300	1.8945	2.2900e-003		0.2450	0.2450		0.2254	0.2254		238.0829	238.0829	0.0718		239.5910

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	36.16	1000sqft	0.83	36,161.00	0
Other Asphalt Surfaces	0.11	Acre	0.11	0.00	0
Other Non-Asphalt Surfaces	0.22	Acre	0.22	0.00	0
Parking Lot	0.54	Acre	0.54	23,468.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9	Operational Year	2016		
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 0 Land Use Square Feet to exclude striping

Construction Phase - Based on construction information provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Placeholder only.

Off-road Equipment - Based on equipment mix provided by the Applicant.

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Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Placeholder only.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Trips and VMT - Water truck and dump truck emissions accounted for in the vendor trips assigned. Worker trips = default + provided.

Grading -

Architectural Coating - Based on information provided by the Applicant.

Vehicle Trips - Based on the SCAG 2012 RTP model for model year 2020 provided by Iteris.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Area Coating - Based on information provided by the Applicant.

Water And Wastewater - City of Los Angeles 2006.

Solid Waste - CalRecycle 2009.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 & 1186

Energy Mitigation - 2016 Building and Energy Efficiency Standards.

Water Mitigation -

Operational Off-Road Equipment - Based on Raymond Handling Solutions fleet estimate.

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Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	18,433.00	16,805.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	228
tblAreaCoating	Area_Nonresidential_Interior	55298	22119
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	228	250
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstructionPhase	NumDays	10.00	21.00
tblConstructionPhase	NumDays	200.00	87.00
tblConstructionPhase	NumDays	200.00	14.00
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tblConstructionPhase	PhaseEndDate	4/18/2016	7/28/2016
tblConstructionPhase	PhaseEndDate	7/19/2016	3/18/2016
tblConstructionPhase	PhaseEndDate	1/8/2016	1/9/2016
tblConstructionPhase	PhaseEndDate	2/8/2016	1/23/2016
tblConstructionPhase	PhaseEndDate	2/19/2016	2/21/2016
tblConstructionPhase	PhaseStartDate	3/19/2016	6/30/2016
tblConstructionPhase	PhaseStartDate	6/30/2016	3/1/2016
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tblConstructionPhase	PhaseStartDate	1/10/2016	1/11/2016
tblGrading	MaterialImported	0.00	3,850.00

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tblLandUse	LandUseSquareFeet	36,160.00	36,161.00
tblLandUse	LandUseSquareFeet	4,791.60	0.00
tblLandUse	LandUseSquareFeet	9,583.20	0.00
tblLandUse	LandUseSquareFeet	23,522.40	23,468.00
tblOffRoadEquipment	HorsePower	174.00	179.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
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tblOffRoadEquipment	UsageHours	7.00	8.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	12.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2016
tblSolidWaste	SolidWasteGenerationRate	33.99	84.00
tblTripsAndVMT	HaulingTripLength	20.00	19.00
tblTripsAndVMT	HaulingTripNumber	481.00	550.00
tblTripsAndVMT	HaulingTripNumber	0.00	140.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	10.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
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tblTripsAndVMT	WorkerTripNumber	8.00	12.00
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tblTripsAndVMT	WorkerTripNumber	15.00	18.00
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tblTripsAndVMT	WorkerTripNumber	5.00	9.00
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tblVehicleEF	LDA	0.53	0.55
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tblVehicleEF	MDV	0.13	0.05
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tblVehicleEF	UBUS	3.1570e-003	0.00
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tblVehicleTrips	CW_TL	16.60	14.91
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	2.59	3.56
tblVehicleTrips	SU_TR	2.59	3.56
tblVehicleTrips	WD_TR	2.59	3.56
tblWater	AerobicPercent	87.46	100.00

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tblWater	AnaerobicandFacultativeLagoonsPerce nt	2.21	0.00
tblWater	IndoorWaterUseRate	8,362,000.00	538,948.00
tblWater	OutdoorWaterUseRate	0.00	53,895.00
tblWater	SepticTankPercent	10.33	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					
2016	0.2686	1.2777	1.0038	1.7600e- 003	0.0613	0.0584	0.1197	0.0123	0.0537	0.0661	0.0000	159.2717	159.2717	0.0309	0.0000	159.9207
Total	0.2686	1.2777	1.0038	1.7600e- 003	0.0613	0.0584	0.1197	0.0123	0.0537	0.0661	0.0000	159.2717	159.2717	0.0309	0.0000	159.9207

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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	0.2381	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.2000e-004	9.2000e-004	0.0000	0.0000	9.7000e-004
Energy	1.8000e-004	1.6100e-003	1.3500e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	52.7835	52.7835	2.3800e-003	5.2000e-004	52.9939
Mobile	0.1173	0.6025	1.6348	4.1500e-003	0.2651	8.9300e-003	0.2740	0.0709	8.2200e-003	0.0791	0.0000	337.2972	337.2972	0.0122	0.0000	337.5534
Offroad	0.0443	0.3809	0.2463	3.0000e-004		0.0319	0.0319		0.0293	0.0293	0.0000	28.0781	28.0781	8.4700e-003	0.0000	28.2559
Waste						0.0000	0.0000		0.0000	0.0000	17.0512	0.0000	17.0512	1.0077	0.0000	38.2129
Water						0.0000	0.0000		0.0000	0.0000	0.1907	2.1796	2.3703	7.6000e-004	4.4000e-004	2.5211
Total	0.3998	0.9850	1.8830	4.4600e-003	0.2651	0.0409	0.3060	0.0709	0.0376	0.1086	17.2419	420.3393	437.5812	1.0315	9.6000e-004	459.5382

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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	0.2381	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.2000e-004	9.2000e-004	0.0000	0.0000	9.7000e-004
Energy	1.2000e-004	1.0900e-003	9.2000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	49.4760	49.4760	2.2400e-003	4.8000e-004	49.6722
Mobile	0.1173	0.6025	1.6348	4.1500e-003	0.2651	8.9300e-003	0.2740	0.0709	8.2200e-003	0.0791	0.0000	337.2972	337.2972	0.0122	0.0000	337.5534
Offroad	0.0443	0.3809	0.2463	3.0000e-004		0.0319	0.0319		0.0293	0.0293	0.0000	28.0781	28.0781	8.4700e-003	0.0000	28.2559
Waste						0.0000	0.0000		0.0000	0.0000	17.0512	0.0000	17.0512	1.0077	0.0000	38.2129
Water						0.0000	0.0000		0.0000	0.0000	0.1525	1.7675	1.9200	6.0000e-004	3.5000e-004	2.0406
Total	0.3997	0.9845	1.8825	4.4600e-003	0.2651	0.0409	0.3060	0.0709	0.0376	0.1085	17.2038	416.6197	433.8235	1.0312	8.3000e-004	455.7360

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	11.08	38.72	13.10	6.73	0.00	77.97	10.42	0.00	77.95	27.03	0.22	7.56	7.28	0.85	13.54	6.98

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3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/4/2016	1/9/2016	5	5	
2	Site Preparation	Site Preparation	1/11/2016	1/18/2016	5	6	
3	Rough Grading	Grading	1/19/2016	2/2/2016	5	11	
4	Rough Grading Soil Haul	Grading	1/19/2016	1/23/2016	5	4	
5	Utility Trenching	Trenching	1/24/2016	2/21/2016	5	20	
6	Fine Grading	Grading	2/22/2016	2/29/2016	5	6	
7	Building Construction	Building Construction	3/1/2016	6/29/2016	5	87	
8	Building Construction Concrete Haul	Building Construction	3/1/2016	3/18/2016	5	14	
9	Architectural Coating	Architectural Coating	6/30/2016	7/28/2016	5	21	
10	Asphalt Paving	Paving	7/29/2016	8/1/2016	5	2	
11	Finishing/Landscaping	Paving	8/2/2016	8/16/2016	5	11	

Acres of Grading (Site Preparation Phase): 12

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 55,298; Non-Residential Outdoor: 16,805 (Architectural Coating –

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OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Other Construction Equipment	1	8.00	215	0.42
Demolition	Rubber Tired Dozers	0	8.00	255	0.40
Demolition	Rubber Tired Loaders	1	8.00	318	0.36
Demolition	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Site Preparation	Graders	0	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	0	7.00	255	0.40
Site Preparation	Rubber Tired Loaders	2	8.00	318	0.36
Site Preparation	Scrapers	2	8.00	407	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Rough Grading	Excavators	1	8.00	153	0.38
Rough Grading	Graders	0	6.00	174	0.41
Rough Grading	Rubber Tired Dozers	0	6.00	255	0.40
Rough Grading	Rubber Tired Loaders	2	8.00	318	0.36
Rough Grading	Scrapers	2	8.00	407	0.48
Rough Grading	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Rough Grading Soil Haul	Graders	0	6.00	174	0.41
Rough Grading Soil Haul	Rubber Tired Dozers	0	6.00	255	0.40
Rough Grading Soil Haul	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Utility Trenching	Tractors/Loaders/Backhoes	1	8.00	88	0.37
Fine Grading	Graders	1	8.00	179	0.41
Fine Grading	Rubber Tired Dozers	0	6.00	255	0.40
Fine Grading	Rubber Tired Loaders	2	8.00	318	0.36
Fine Grading	Scrapers	2	8.00	407	0.48
Fine Grading	Tractors/Loaders/Backhoes	1	8.00	71	0.37

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Building Construction	Cranes	0	6.00	226	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Building Construction	Tractors/Loaders/Backhoes	1	8.00	110	0.37
Building Construction	Welders	0	8.00	46	0.45
Building Construction Concrete Haul	Cranes	0	6.00	226	0.29
Building Construction Concrete Haul	Forklifts	0	6.00	89	0.20
Building Construction Concrete Haul	Generator Sets	0	8.00	84	0.74
Building Construction Concrete Haul	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Building Construction Concrete Haul	Welders	0	8.00	46	0.45
Architectural Coating	Aerial Lifts	1	8.00	75	0.31
Architectural Coating	Air Compressors	0	6.00	78	0.48
Asphalt Paving	Cement and Mortar Mixers	0	6.00	9	0.56
Asphalt Paving	Graders	1	8.00	179	0.41
Asphalt Paving	Pavers	0	6.00	125	0.42
Asphalt Paving	Paving Equipment	0	8.00	130	0.36
Asphalt Paving	Rollers	1	8.00	49	0.38
Asphalt Paving	Rollers	1	8.00	36	0.38
Asphalt Paving	Tractors/Loaders/Backhoes	2	8.00	71	0.37
Finishing/Landscaping	Cement and Mortar Mixers	0	6.00	9	0.56
Finishing/Landscaping	Pavers	0	6.00	125	0.42
Finishing/Landscaping	Paving Equipment	0	8.00	130	0.36
Finishing/Landscaping	Rollers	0	7.00	80	0.38
Finishing/Landscaping	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class	
Demolition		3	12.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation		5	17.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Rough Grading		6	18.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Rough Grading Soil Haul		0	0.00	0.00	550.00	14.70	6.90	19.00	LD_Mix	HDT_Mix	HHDT
Utility Trenching		1	5.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Fine Grading		6	17.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction		2	38.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction Concrete Haul		0	25.00	10.00	140.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating		1	9.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Asphalt Paving		5	18.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Finishing/Landscaping		0	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

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3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.6000e-003	0.0293	0.0153	3.0000e-005		1.3400e-003	1.3400e-003		1.2300e-003	1.2300e-003	0.0000	2.8289	2.8289	8.5000e-004	0.0000	2.8468
Total	2.6000e-003	0.0293	0.0153	3.0000e-005		1.3400e-003	1.3400e-003		1.2300e-003	1.2300e-003	0.0000	2.8289	2.8289	8.5000e-004	0.0000	2.8468

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	9.0000e-005	9.1000e-004	1.1900e-003	0.0000	6.0000e-005	1.0000e-005	8.0000e-005	2.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.1991	0.1991	0.0000	0.0000	0.1991
Worker	1.3000e-004	1.9000e-004	2.0000e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.3208	0.3208	2.0000e-005	0.0000	0.3212
Total	2.2000e-004	1.1000e-003	3.1900e-003	0.0000	3.9000e-004	1.0000e-005	4.1000e-004	1.1000e-004	1.0000e-005	1.2000e-004	0.0000	0.5199	0.5199	2.0000e-005	0.0000	0.5203

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.6000e-003	0.0293	0.0153	3.0000e-005		1.3400e-003	1.3400e-003		1.2300e-003	1.2300e-003	0.0000	2.8289	2.8289	8.5000e-004	0.0000	2.8468
Total	2.6000e-003	0.0293	0.0153	3.0000e-005		1.3400e-003	1.3400e-003		1.2300e-003	1.2300e-003	0.0000	2.8289	2.8289	8.5000e-004	0.0000	2.8468

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	9.0000e-005	9.1000e-004	1.1900e-003	0.0000	6.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.1991	0.1991	0.0000	0.0000	0.1991
Worker	1.3000e-004	1.9000e-004	2.0000e-003	0.0000	3.0000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.3208	0.3208	2.0000e-005	0.0000	0.3212
Total	2.2000e-004	1.1000e-003	3.1900e-003	0.0000	3.6000e-004	1.0000e-005	3.8000e-004	1.0000e-004	1.0000e-005	1.1000e-004	0.0000	0.5199	0.5199	2.0000e-005	0.0000	0.5203

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3.3 Site Preparation - 2016

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					6.3600e-003	0.0000	6.3600e-003	6.9000e-004	0.0000	6.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0148	0.1822	0.1060	1.7000e-004		7.4500e-003	7.4500e-003		6.8600e-003	6.8600e-003	0.0000	15.6409	15.6409	4.7200e-003	0.0000	15.7400
Total	0.0148	0.1822	0.1060	1.7000e-004	6.3600e-003	7.4500e-003	0.0138	6.9000e-004	6.8600e-003	7.5500e-003	0.0000	15.6409	15.6409	4.7200e-003	0.0000	15.7400

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1000e-004	1.1000e-003	1.4300e-003	0.0000	7.0000e-005	2.0000e-005	9.0000e-005	2.0000e-005	2.0000e-005	4.0000e-005	0.0000	0.2389	0.2389	0.0000	0.0000	0.2389
Worker	2.2000e-004	3.3000e-004	3.3900e-003	1.0000e-005	5.6000e-004	1.0000e-005	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5453	0.5453	3.0000e-005	0.0000	0.5460
Total	3.3000e-004	1.4300e-003	4.8200e-003	1.0000e-005	6.3000e-004	3.0000e-005	6.5000e-004	1.7000e-004	2.0000e-005	1.9000e-004	0.0000	0.7842	0.7842	3.0000e-005	0.0000	0.7849

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7200e-003	0.0000	2.7200e-003	2.9000e-004	0.0000	2.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0148	0.1822	0.1060	1.7000e-004		7.4500e-003	7.4500e-003		6.8600e-003	6.8600e-003	0.0000	15.6409	15.6409	4.7200e-003	0.0000	15.7400
Total	0.0148	0.1822	0.1060	1.7000e-004	2.7200e-003	7.4500e-003	0.0102	2.9000e-004	6.8600e-003	7.1500e-003	0.0000	15.6409	15.6409	4.7200e-003	0.0000	15.7400

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1000e-004	1.1000e-003	1.4300e-003	0.0000	7.0000e-005	2.0000e-005	9.0000e-005	2.0000e-005	2.0000e-005	3.0000e-005	0.0000	0.2389	0.2389	0.0000	0.0000	0.2389
Worker	2.2000e-004	3.3000e-004	3.3900e-003	1.0000e-005	5.2000e-004	1.0000e-005	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.5453	0.5453	3.0000e-005	0.0000	0.5460
Total	3.3000e-004	1.4300e-003	4.8200e-003	1.0000e-005	5.9000e-004	3.0000e-005	6.1000e-004	1.6000e-004	2.0000e-005	1.7000e-004	0.0000	0.7842	0.7842	3.0000e-005	0.0000	0.7849

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3.4 Rough Grading - 2016

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					0.0117	0.0000	0.0117	1.2600e-003	0.0000	1.2600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0292	0.3571	0.2121	3.3000e-004		0.0148	0.0148		0.0136	0.0136	0.0000	31.2665	31.2665	9.4300e-003	0.0000	31.4645
Total	0.0292	0.3571	0.2121	3.3000e-004	0.0117	0.0148	0.0265	1.2600e-003	0.0136	0.0149	0.0000	31.2665	31.2665	9.4300e-003	0.0000	31.4645

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	2.0000e-004	2.0100e-003	2.6100e-003	0.0000	1.3000e-004	3.0000e-005	1.7000e-004	4.0000e-005	3.0000e-005	7.0000e-005	0.0000	0.4380	0.4380	0.0000	0.0000	0.4381
Worker	4.3000e-004	6.3000e-004	6.5800e-003	1.0000e-005	1.0800e-003	1.0000e-005	1.1000e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	1.0586	1.0586	6.0000e-005	0.0000	1.0599
Total	6.3000e-004	2.6400e-003	9.1900e-003	1.0000e-005	1.2100e-003	4.0000e-005	1.2700e-003	3.3000e-004	4.0000e-005	3.7000e-004	0.0000	1.4966	1.4966	6.0000e-005	0.0000	1.4979

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.9900e-003	0.0000	4.9900e-003	5.4000e-004	0.0000	5.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0292	0.3571	0.2121	3.3000e-004		0.0148	0.0148		0.0136	0.0136	0.0000	31.2664	31.2664	9.4300e-003	0.0000	31.4645
Total	0.0292	0.3571	0.2121	3.3000e-004	4.9900e-003	0.0148	0.0198	5.4000e-004	0.0136	0.0142	0.0000	31.2664	31.2664	9.4300e-003	0.0000	31.4645

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-004	2.0100e-003	2.6100e-003	0.0000	1.3000e-004	3.0000e-005	1.6000e-004	4.0000e-005	3.0000e-005	6.0000e-005	0.0000	0.4380	0.4380	0.0000	0.0000	0.4381
Worker	4.3000e-004	6.3000e-004	6.5800e-003	1.0000e-005	1.0000e-003	1.0000e-005	1.0100e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	1.0586	1.0586	6.0000e-005	0.0000	1.0599
Total	6.3000e-004	2.6400e-003	9.1900e-003	1.0000e-005	1.1300e-003	4.0000e-005	1.1700e-003	3.1000e-004	4.0000e-005	3.4000e-004	0.0000	1.4966	1.4966	6.0000e-005	0.0000	1.4979

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3.5 Rough Grading Soil Haul - 2016

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					2.2000e-004	0.0000	2.2000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	2.2000e-004	0.0000	2.2000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.8800e-003	0.0774	0.0604	2.0000e-004	4.4700e-003	1.0900e-003	5.5600e-003	1.2300e-003	1.0000e-003	2.2300e-003	0.0000	17.8430	17.8430	1.3000e-004	0.0000	17.8457
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.8800e-003	0.0774	0.0604	2.0000e-004	4.4700e-003	1.0900e-003	5.5600e-003	1.2300e-003	1.0000e-003	2.2300e-003	0.0000	17.8430	17.8430	1.3000e-004	0.0000	17.8457

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.0000e-005	0.0000	9.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	9.0000e-005	0.0000	9.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.8800e-003	0.0774	0.0604	2.0000e-004	4.1700e-003	1.0900e-003	5.2500e-003	1.1500e-003	1.0000e-003	2.1500e-003	0.0000	17.8430	17.8430	1.3000e-004	0.0000	17.8457
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.8800e-003	0.0774	0.0604	2.0000e-004	4.1700e-003	1.0900e-003	5.2500e-003	1.1500e-003	1.0000e-003	2.1500e-003	0.0000	17.8430	17.8430	1.3000e-004	0.0000	17.8457

Capitol Industrial Building
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3.6 Utility Trenching - 2016

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	3.0900e-003	0.0295	0.0219	3.0000e-005		2.2700e-003	2.2700e-003		2.0900e-003	2.0900e-003	0.0000	2.6639	2.6639	8.0000e-004	0.0000	2.6808
Total	3.0900e-003	0.0295	0.0219	3.0000e-005		2.2700e-003	2.2700e-003		2.0900e-003	2.0900e-003	0.0000	2.6639	2.6639	8.0000e-004	0.0000	2.6808

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6000e-004	3.6600e-003	4.7500e-003	1.0000e-005	2.5000e-004	5.0000e-005	3.0000e-004	7.0000e-005	5.0000e-005	1.2000e-004	0.0000	0.7963	0.7963	1.0000e-005	0.0000	0.7965
Worker	2.2000e-004	3.2000e-004	3.3300e-003	1.0000e-005	5.5000e-004	1.0000e-005	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5346	0.5346	3.0000e-005	0.0000	0.5353
Total	5.8000e-004	3.9800e-003	8.0800e-003	2.0000e-005	8.0000e-004	6.0000e-005	8.5000e-004	2.2000e-004	5.0000e-005	2.7000e-004	0.0000	1.3310	1.3310	4.0000e-005	0.0000	1.3317

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.0900e-003	0.0295	0.0219	3.0000e-005		2.2700e-003	2.2700e-003		2.0900e-003	2.0900e-003	0.0000	2.6639	2.6639	8.0000e-004	0.0000	2.6808
Total	3.0900e-003	0.0295	0.0219	3.0000e-005		2.2700e-003	2.2700e-003		2.0900e-003	2.0900e-003	0.0000	2.6639	2.6639	8.0000e-004	0.0000	2.6808

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6000e-004	3.6600e-003	4.7500e-003	1.0000e-005	2.3000e-004	5.0000e-005	2.8000e-004	7.0000e-005	5.0000e-005	1.2000e-004	0.0000	0.7963	0.7963	1.0000e-005	0.0000	0.7965
Worker	2.2000e-004	3.2000e-004	3.3300e-003	1.0000e-005	5.1000e-004	1.0000e-005	5.1000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.5346	0.5346	3.0000e-005	0.0000	0.5353
Total	5.8000e-004	3.9800e-003	8.0800e-003	2.0000e-005	7.4000e-004	6.0000e-005	7.9000e-004	2.1000e-004	5.0000e-005	2.6000e-004	0.0000	1.3310	1.3310	4.0000e-005	0.0000	1.3317

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3.7 Fine Grading - 2016

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					7.9500e-003	0.0000	7.9500e-003	8.6000e-004	0.0000	8.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0164	0.2042	0.1116	1.9000e-004		8.1700e-003	8.1700e-003		7.5100e-003	7.5100e-003	0.0000	17.4435	17.4435	5.2600e-003	0.0000	17.5540
Total	0.0164	0.2042	0.1116	1.9000e-004	7.9500e-003	8.1700e-003	0.0161	8.6000e-004	7.5100e-003	8.3700e-003	0.0000	17.4435	17.4435	5.2600e-003	0.0000	17.5540

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1000e-004	1.1000e-003	1.4300e-003	0.0000	7.0000e-005	2.0000e-005	9.0000e-005	2.0000e-005	2.0000e-005	4.0000e-005	0.0000	0.2389	0.2389	0.0000	0.0000	0.2389
Worker	2.2000e-004	3.3000e-004	3.3900e-003	1.0000e-005	5.6000e-004	1.0000e-005	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5453	0.5453	3.0000e-005	0.0000	0.5460
Total	3.3000e-004	1.4300e-003	4.8200e-003	1.0000e-005	6.3000e-004	3.0000e-005	6.5000e-004	1.7000e-004	2.0000e-005	1.9000e-004	0.0000	0.7842	0.7842	3.0000e-005	0.0000	0.7849

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.4000e-003	0.0000	3.4000e-003	3.7000e-004	0.0000	3.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0164	0.2042	0.1116	1.9000e-004		8.1700e-003	8.1700e-003		7.5100e-003	7.5100e-003	0.0000	17.4435	17.4435	5.2600e-003	0.0000	17.5540
Total	0.0164	0.2042	0.1116	1.9000e-004	3.4000e-003	8.1700e-003	0.0116	3.7000e-004	7.5100e-003	7.8800e-003	0.0000	17.4435	17.4435	5.2600e-003	0.0000	17.5540

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1000e-004	1.1000e-003	1.4300e-003	0.0000	7.0000e-005	2.0000e-005	9.0000e-005	2.0000e-005	2.0000e-005	3.0000e-005	0.0000	0.2389	0.2389	0.0000	0.0000	0.2389
Worker	2.2000e-004	3.3000e-004	3.3900e-003	1.0000e-005	5.2000e-004	1.0000e-005	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.5453	0.5453	3.0000e-005	0.0000	0.5460
Total	3.3000e-004	1.4300e-003	4.8200e-003	1.0000e-005	5.9000e-004	3.0000e-005	6.1000e-004	1.6000e-004	2.0000e-005	1.7000e-004	0.0000	0.7842	0.7842	3.0000e-005	0.0000	0.7849

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3.8 Building Construction - 2016

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	0.0276	0.2642	0.1958	2.5000e-004		0.0203	0.0203		0.0187	0.0187	0.0000	23.8344	23.8344	7.1900e-003	0.0000	23.9854
Total	0.0276	0.2642	0.1958	2.5000e-004		0.0203	0.0203		0.0187	0.0187	0.0000	23.8344	23.8344	7.1900e-003	0.0000	23.9854

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	5.4800e-003	0.0557	0.0724	1.3000e-004	3.7400e-003	8.4000e-004	4.5700e-003	1.0700e-003	7.7000e-004	1.8300e-003	0.0000	12.1242	12.1242	9.0000e-005	0.0000	12.1261
Worker	7.2200e-003	0.0106	0.1100	2.3000e-004	0.0181	1.7000e-004	0.0183	4.8100e-003	1.6000e-004	4.9700e-003	0.0000	17.6752	17.6752	1.0000e-003	0.0000	17.6963
Total	0.0127	0.0663	0.1823	3.6000e-004	0.0219	1.0100e-003	0.0229	5.8800e-003	9.3000e-004	6.8000e-003	0.0000	29.7994	29.7994	1.0900e-003	0.0000	29.8224

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0276	0.2642	0.1958	2.5000e-004		0.0203	0.0203		0.0187	0.0187	0.0000	23.8344	23.8344	7.1900e-003	0.0000	23.9853
Total	0.0276	0.2642	0.1958	2.5000e-004		0.0203	0.0203		0.0187	0.0187	0.0000	23.8344	23.8344	7.1900e-003	0.0000	23.9853

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	5.4800e-003	0.0557	0.0724	1.3000e-004	3.4900e-003	8.4000e-004	4.3300e-003	1.0100e-003	7.7000e-004	1.7700e-003	0.0000	12.1242	12.1242	9.0000e-005	0.0000	12.1261
Worker	7.2200e-003	0.0106	0.1100	2.3000e-004	0.0167	1.7000e-004	0.0169	4.4600e-003	1.6000e-004	4.6200e-003	0.0000	17.6752	17.6752	1.0000e-003	0.0000	17.6963
Total	0.0127	0.0663	0.1823	3.6000e-004	0.0202	1.0100e-003	0.0212	5.4700e-003	9.3000e-004	6.3900e-003	0.0000	29.7994	29.7994	1.0900e-003	0.0000	29.8224

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3.9 Building Construction Concrete Haul - 2016

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000							

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.2800e-003	0.0207	0.0157	5.0000e-005	1.2000e-003	2.9000e-004	1.4900e-003	3.3000e-004	2.7000e-004	6.0000e-004	0.0000	4.7751	4.7751	4.0000e-005	0.0000	4.7758
Vendor	6.3000e-004	6.4000e-003	8.3200e-003	2.0000e-005	4.3000e-004	1.0000e-004	5.3000e-004	1.2000e-004	9.0000e-005	2.1000e-004	0.0000	1.3936	1.3936	1.0000e-005	0.0000	1.3938
Worker	7.6000e-004	1.1200e-003	0.0116	2.0000e-005	1.9200e-003	2.0000e-005	1.9400e-003	5.1000e-004	2.0000e-005	5.3000e-004	0.0000	1.8712	1.8712	1.1000e-004	0.0000	1.8735
Total	2.6700e-003	0.0282	0.0356	9.0000e-005	3.5500e-003	4.1000e-004	3.9600e-003	9.6000e-004	3.8000e-004	1.3400e-003	0.0000	8.0399	8.0399	1.6000e-004	0.0000	8.0431

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Mitigated Construction On-Site

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

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.2800e-003	0.0207	0.0157	5.0000e-005	1.1200e-003	2.9000e-004	1.4100e-003	3.1000e-004	2.7000e-004	5.8000e-004	0.0000	4.7751	4.7751	4.0000e-005	0.0000	4.7758
Vendor	6.3000e-004	6.4000e-003	8.3200e-003	2.0000e-005	4.0000e-004	1.0000e-004	5.0000e-004	1.2000e-004	9.0000e-005	2.0000e-004	0.0000	1.3936	1.3936	1.0000e-005	0.0000	1.3938
Worker	7.6000e-004	1.1200e-003	0.0116	2.0000e-005	1.7700e-003	2.0000e-005	1.7900e-003	4.7000e-004	2.0000e-005	4.9000e-004	0.0000	1.8712	1.8712	1.1000e-004	0.0000	1.8735
Total	2.6700e-003	0.0282	0.0356	9.0000e-005	3.2900e-003	4.1000e-004	3.7000e-003	9.0000e-004	3.8000e-004	1.2700e-003	0.0000	8.0399	8.0399	1.6000e-004	0.0000	8.0431

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3.10 Architectural Coating - 2016

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	0.1476					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1000e-004	0.0117	0.0138	2.0000e-005		4.8000e-004	4.8000e-004		4.4000e-004	4.4000e-004	0.0000	1.9773	1.9773	6.0000e-004	0.0000	1.9898
Total	0.1483	0.0117	0.0138	2.0000e-005		4.8000e-004	4.8000e-004		4.4000e-004	4.4000e-004	0.0000	1.9773	1.9773	6.0000e-004	0.0000	1.9898

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	6.0000e-004	6.2900e-003	1.0000e-005	1.0400e-003	1.0000e-005	1.0500e-003	2.8000e-004	1.0000e-005	2.8000e-004	0.0000	1.0105	1.0105	6.0000e-005	0.0000	1.0117
Total	4.1000e-004	6.0000e-004	6.2900e-003	1.0000e-005	1.0400e-003	1.0000e-005	1.0500e-003	2.8000e-004	1.0000e-005	2.8000e-004	0.0000	1.0105	1.0105	6.0000e-005	0.0000	1.0117

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1476					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1000e-004	0.0117	0.0138	2.0000e-005		4.8000e-004	4.8000e-004		4.4000e-004	4.4000e-004	0.0000	1.9773	1.9773	6.0000e-004	0.0000	1.9898
Total	0.1483	0.0117	0.0138	2.0000e-005		4.8000e-004	4.8000e-004		4.4000e-004	4.4000e-004	0.0000	1.9773	1.9773	6.0000e-004	0.0000	1.9898

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	6.0000e-004	6.2900e-003	1.0000e-005	9.5000e-004	1.0000e-005	9.6000e-004	2.6000e-004	1.0000e-005	2.6000e-004	0.0000	1.0105	1.0105	6.0000e-005	0.0000	1.0117
Total	4.1000e-004	6.0000e-004	6.2900e-003	1.0000e-005	9.5000e-004	1.0000e-005	9.6000e-004	2.6000e-004	1.0000e-005	2.6000e-004	0.0000	1.0105	1.0105	6.0000e-005	0.0000	1.0117

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3.11 Asphalt Paving - 2016

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	1.7300e-003	0.0151	8.4000e-003	1.0000e-005		8.7000e-004	8.7000e-004		8.0000e-004	8.0000e-004	0.0000	1.3222	1.3222	4.0000e-004	0.0000	1.3306
Paving	8.5000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.5800e-003	0.0151	8.4000e-003	1.0000e-005		8.7000e-004	8.7000e-004		8.0000e-004	8.0000e-004	0.0000	1.3222	1.3222	4.0000e-004	0.0000	1.3306

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	9.0000e-005	9.1000e-004	1.1900e-003	0.0000	6.0000e-005	1.0000e-005	8.0000e-005	2.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.1991	0.1991	0.0000	0.0000	0.1991
Worker	8.0000e-005	1.1000e-004	1.2000e-003	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1925	0.1925	1.0000e-005	0.0000	0.1927
Total	1.7000e-004	1.0200e-003	2.3900e-003	0.0000	2.6000e-004	1.0000e-005	2.8000e-004	7.0000e-005	1.0000e-005	8.0000e-005	0.0000	0.3916	0.3916	1.0000e-005	0.0000	0.3918

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.7300e-003	0.0151	8.4000e-003	1.0000e-005		8.7000e-004	8.7000e-004		8.0000e-004	8.0000e-004	0.0000	1.3222	1.3222	4.0000e-004	0.0000	1.3306
Paving	8.5000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.5800e-003	0.0151	8.4000e-003	1.0000e-005		8.7000e-004	8.7000e-004		8.0000e-004	8.0000e-004	0.0000	1.3222	1.3222	4.0000e-004	0.0000	1.3306

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	9.0000e-005	9.1000e-004	1.1900e-003	0.0000	6.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.1991	0.1991	0.0000	0.0000	0.1991
Worker	8.0000e-005	1.1000e-004	1.2000e-003	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1925	0.1925	1.0000e-005	0.0000	0.1927
Total	1.7000e-004	1.0200e-003	2.3900e-003	0.0000	2.4000e-004	1.0000e-005	2.5000e-004	7.0000e-005	1.0000e-005	8.0000e-005	0.0000	0.3916	0.3916	1.0000e-005	0.0000	0.3918

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3.12 Finishing/Landscaping - 2016

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	8.5000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	8.5000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000							

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	1.2000e-004	1.8000e-004	1.8300e-003	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2941	0.2941	2.0000e-005	0.0000	0.2944
Total	1.2000e-004	1.8000e-004	1.8300e-003	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2941	0.2941	2.0000e-005	0.0000	0.2944

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	8.5000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	8.5000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000							

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	1.2000e-004	1.8000e-004	1.8300e-003	0.0000	2.8000e-004	0.0000	2.8000e-004	7.0000e-005	0.0000	8.0000e-005	0.0000	0.2941	0.2941	2.0000e-005	0.0000	0.2944
Total	1.2000e-004	1.8000e-004	1.8300e-003	0.0000	2.8000e-004	0.0000	2.8000e-004	7.0000e-005	0.0000	8.0000e-005	0.0000	0.2941	0.2941	2.0000e-005	0.0000	0.2944

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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	0.1173	0.6025	1.6348	4.1500e-003	0.2651	8.9300e-003	0.2740	0.0709	8.2200e-003	0.0791	0.0000	337.2972	337.2972	0.0122	0.0000	337.5534
Unmitigated	0.1173	0.6025	1.6348	4.1500e-003	0.2651	8.9300e-003	0.2740	0.0709	8.2200e-003	0.0791	0.0000	337.2972	337.2972	0.0122	0.0000	337.5534

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Asphalt Surfaces	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	128.73	128.73	128.73	698,646	698,646
Total	128.73	128.73	128.73	698,646	698,646

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4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Other Non-Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	14.91	14.91	14.91	59.00	0.00	41.00	100	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.553614	0.060626	0.184930	0.052000	0.038749	0.006251	0.034586	0.065414	0.000000	0.000000	0.003829	0.000000	0.000000

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5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive 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	48.2889	48.2889	2.2200e-003	4.6000e-004	48.4779
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	51.0275	51.0275	2.3500e-003	4.9000e-004	51.2272
NaturalGas Mitigated	1.2000e-004	1.0900e-003	9.2000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1871	1.1871	2.0000e-005	2.0000e-005	1.1944
NaturalGas Unmitigated	1.8000e-004	1.6100e-003	1.3500e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7560	1.7560	3.0000e-005	3.0000e-005	1.7667

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5.2 Energy by Land Use - Natural Gas
Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Non-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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Cool	32906.5	1.8000e-004	1.6100e-003	1.3500e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7560	1.7560	3.0000e-005	3.0000e-005	1.7667
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		1.8000e-004	1.6100e-003	1.3500e-003	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7560	1.7560	3.0000e-005	3.0000e-005	1.7667

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Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Other Non-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
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No	22246.2	1.2000e-004	1.0900e-003	9.2000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1871	1.1871	2.0000e-005	2.0000e-005	1.1944
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		1.2000e-004	1.0900e-003	9.2000e-004	1.0000e-005		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	1.1871	1.1871	2.0000e-005	2.0000e-005	1.1944

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
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	20651.8	5.9099	2.7000e-004	6.0000e-005	5.9330
Unrefrigerated Warehouse-No	157662	45.1176	2.0700e-003	4.3000e-004	45.2942
Total		51.0275	2.3400e-003	4.9000e-004	51.2272

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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
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	20651.8	5.9099	2.7000e-004	6.0000e-005	5.9330
Unrefrigerated Warehouse-No Pail	148092	42.3790	1.9500e-003	4.0000e-004	42.5449
Total		48.2889	2.2200e-003	4.6000e-004	48.4779

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	0.2381	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.2000e-004	9.2000e-004	0.0000	0.0000	9.7000e-004
Unmitigated	0.2381	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.2000e-004	9.2000e-004	0.0000	0.0000	9.7000e-004

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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	0.0226					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2155					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.2000e-004	9.2000e-004	0.0000	0.0000	9.7000e-004
Total	0.2381	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.2000e-004	9.2000e-004	0.0000	0.0000	9.7000e-004

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	0.0226					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2155					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.2000e-004	9.2000e-004	0.0000	0.0000	9.7000e-004
Total	0.2381	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.2000e-004	9.2000e-004	0.0000	0.0000	9.7000e-004

Capitol Industrial Building
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7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.9200	6.0000e-004	3.5000e-004	2.0406
Unmitigated	2.3703	7.6000e-004	4.4000e-004	2.5211

Capitol Industrial Building
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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
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Chill	0.538948 / 0.053895	2.3703	7.6000e-004	4.4000e-004	2.5211
Total		2.3703	7.6000e-004	4.4000e-004	2.5211

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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
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No	0.431158 / 0.0506074	1.9200	6.0000e-004	3.5000e-004	2.0406
Total		1.9200	6.0000e-004	3.5000e-004	2.0406

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	17.0512	1.0077	0.0000	38.2129
Unmitigated	17.0512	1.0077	0.0000	38.2129

Capitol Industrial Building
Los Angeles-South Coast County, Annual

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
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Pail	84	17.0512	1.0077	0.0000	38.2129
Total		17.0512	1.0077	0.0000	38.2129

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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
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No	84	17.0512	1.0077	0.0000	38.2129
Total		17.0512	1.0077	0.0000	38.2129

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
Forklifts	1	12.00	260	89	0.20	Diesel

UnMitigated/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
Equipment Type	tons/yr										MT/yr					
Forklifts	0.0443	0.3809	0.2463	3.0000e-004		0.0319	0.0319		0.0293	0.0293	0.0000	28.0781	28.0781	8.4700e-003	0.0000	28.2559
Total	0.0443	0.3809	0.2463	3.0000e-004		0.0319	0.0319		0.0293	0.0293	0.0000	28.0781	28.0781	8.4700e-003	0.0000	28.2559

Capitol Industrial Building
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OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Aerial Lifts	Diesel	No Change	0	1	No Change	0.00
Air Compressors	Diesel	No Change	0	0	No Change	0.00
Cement and Mortar Mixers	Diesel	No Change	0	0	No Change	0.00
Concrete/Industrial Saws	Diesel	No Change	0	0	No Change	0.00
Cranes	Diesel	No Change	0	0	No Change	0.00
Excavators	Diesel	No Change	0	1	No Change	0.00
Forklifts	Diesel	No Change	0	0	No Change	0.00
Generator Sets	Diesel	No Change	0	0	No Change	0.00
Graders	Diesel	No Change	0	2	No Change	0.00
Other Construction Equipment	Diesel	No Change	0	1	No Change	0.00
Pavers	Diesel	No Change	0	0	No Change	0.00
Paving Equipment	Diesel	No Change	0	0	No Change	0.00
Rollers	Diesel	No Change	0	2	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	0	No Change	0.00
Rubber Tired Loaders	Diesel	No Change	0	7	No Change	0.00
Scrapers	Diesel	No Change	0	6	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	9	No Change	0.00
Welders	Diesel	No Change	0	0	No Change	0.00

Capitol Industrial Building
Los Angeles-South Coast County, Mitigation Report

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input	Mitigation Input	Mitigation Input		
No	Soil Stabilizer for unpaved Roads	PM10 Reduction	0.00	PM2.5 Reduction	0.00	
Yes	Replace Ground Cover of Area Disturbed	PM10 Reduction	5.00	PM2.5 Reduction	5.00	
Yes	Water Exposed Area	PM10 Reduction	55.00	PM2.5 Reduction	55.00	Frequency (per day) 2.00
No	Unpaved Road Mitigation	Moisture Content %	0.00	Vehicle Speed (mph)	15.00	
Yes	Clean Paved Road	% PM Reduction	9.00			

Capitol Industrial Building
Los Angeles-South Coast County, Mitigation Report

Operational Mobile Mitigation

Project Setting:

Mitigation	Category	Measure	% Reduction	Input Value 1	Input Value 2	Input Value 3
No	Land Use	Increase Density	0.00			
No	Land Use	Increase Diversity	0.09	0.30		
No	Land Use	Improve Walkability Design	0.00			
No	Land Use	Improve Destination Accessibility	0.00			
No	Land Use	Increase Transit Accessibility	0.25			
No	Land Use	Integrate Below Market Rate Housing	0.00			
	Land Use	Land Use SubTotal	0.00			
No	Neighborhood Enhancements	Improve Pedestrian Network				
No	Neighborhood Enhancements	Provide Traffic Calming Measures				
No	Neighborhood Enhancements	Implement NEV Network	0.00			
	Neighborhood Enhancements	Neighborhood Enhancements Subtotal	0.00			
No	Parking Policy Pricing	Limit Parking Supply	0.00			
No	Parking Policy Pricing	Unbundle Parking Costs	0.00			
No	Parking Policy Pricing	On-street Market Pricing	0.00			
	Parking Policy Pricing	Parking Policy Pricing Subtotal	0.00			
No	Transit Improvements	Provide BRT System	0.00			
No	Transit Improvements	Expand Transit Network	0.00			
No	Transit Improvements	Increase Transit Frequency	0.00			

Capitol Industrial Building
Los Angeles-South Coast County, Mitigation Report

	Transit Improvements	Transit Improvements Subtotal	0.00		
		Land Use and Site Enhancement Subtotal	0.00		
No	Commute	Implement Trip Reduction Program			
No	Commute	Transit Subsidy			
No	Commute	Implement Employee Parking "Cash Out"			
No	Commute	Workplace Parking Charge			
No	Commute	Encourage Telecommuting and Alternative Work Schedules	0.00		
No	Commute	Market Commute Trip Reduction Option	0.00		
No	Commute	Employee Vanpool/Shuttle	0.00		2.00
No	Commute	Provide Ride Sharing Program			
	Commute	Commute Subtotal	0.00		
No	School Trip	Implement School Bus Program	0.00		
		Total VMT Reduction	0.00		

Capitol Industrial Building
Los Angeles-South Coast County, Mitigation Report

Area Mitigation

Measure Implemented	Mitigation Measure	Input Value
No	Only Natural Gas Hearth	
No	No Hearth	
No	Use Low VOC Cleaning Supplies	
No	Use Low VOC Paint (Residential Interior)	50.00
No	Use Low VOC Paint (Residential Exterior)	100.00
No	Use Low VOC Paint (Non-residential Interior)	250.00
No	Use Low VOC Paint (Non-residential Exterior)	250.00
No	% Electric Lawnmower	
No	% Electric Leafblower	
No	% Electric Chainsaw	

Capitol Industrial Building
Los Angeles-South Coast County, Mitigation Report

Energy Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
Yes	Exceed Title 24	33.50	
No	Install High Efficiency Lighting	0.00	
No	On-site Renewable	0.00	0.00

Appliance Type	Land Use Subtype	% Improvement
ClothWasher		30.00
DishWasher		15.00
Fan		50.00
Refrigerator		15.00

Capitol Industrial Building
Los Angeles-South Coast County, Mitigation Report

Water Mitigation Measures

Measure Implemented	Mitigation Measure	Input Value 1	Input Value 2
No	Apply Water Conservation on Strategy	0.00	0.00
No	Use Reclaimed Water	0.00	0.00
No	Use Grey Water	0.00	
Yes	Install low-flow bathroom faucet	32.00	
Yes	Install low-flow Kitchen faucet	18.00	
Yes	Install low-flow Toilet	20.00	
Yes	Install low-flow Shower	20.00	
No	Turf Reduction	0.00	
Yes	Use Water Efficient Irrigation Systems	6.10	
No	Water Efficient Landscape	0.00	0.00

Solid Waste Mitigation

Mitigation Measures	Input Value
Institute Recycling and Composting Services Percent Reduction in Waste Disposed	

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	36.16	1000sqft	0.83	36,161.00	0
Other Asphalt Surfaces	0.11	Acre	0.11	0.00	0
Other Non-Asphalt Surfaces	0.22	Acre	0.22	0.00	0
Parking Lot	0.54	Acre	0.54	23,468.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2016
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 0 Land Use Square Feet to exclude striping

Construction Phase - Based on construction information provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Placeholder only.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Capitol Industrial Building (Mitigation A)

Los Angeles-South Coast County, Winter

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Placeholder only.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Trips and VMT - Water truck and dump truck emissions accounted for in the vendor trips assigned. Worker trips = default + provided.

Grading -

Architectural Coating - Based on information provided by the Applicant.

Vehicle Trips - Based on the SCAG 2012 RTP model for model year 2020 provided by Iteris.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Area Coating - Based on information provided by the Applicant.

Water And Wastewater - City of Los Angeles 2006.

Solid Waste - CalRecycle 2009.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 & 1186

Energy Mitigation - 2016 Building and Energy Efficiency Standards.

Water Mitigation -

Operational Off-Road Equipment - Based on Raymond Handling Solutions fleet estimate.

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	18,433.00	16,805.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	228
tblAreaCoating	Area_Nonresidential_Interior	55298	22119
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	228	250
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstructionPhase	NumDays	10.00	21.00
tblConstructionPhase	NumDays	200.00	87.00
tblConstructionPhase	NumDays	200.00	14.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	4.00	11.00
tblConstructionPhase	NumDays	4.00	5.00
tblConstructionPhase	NumDays	4.00	6.00
tblConstructionPhase	NumDays	10.00	2.00
tblConstructionPhase	NumDays	10.00	11.00
tblConstructionPhase	NumDays	2.00	6.00
tblConstructionPhase	PhaseEndDate	4/18/2016	7/28/2016
tblConstructionPhase	PhaseEndDate	7/19/2016	3/18/2016
tblConstructionPhase	PhaseEndDate	1/8/2016	1/9/2016
tblConstructionPhase	PhaseEndDate	2/9/2016	1/25/2016
tblConstructionPhase	PhaseEndDate	2/22/2016	2/21/2016
tblConstructionPhase	PhaseStartDate	3/19/2016	6/30/2016
tblConstructionPhase	PhaseStartDate	6/30/2016	3/1/2016
tblConstructionPhase	PhaseStartDate	2/3/2016	1/19/2016
tblConstructionPhase	PhaseStartDate	1/10/2016	1/11/2016

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

tblConstructionPhase	PhaseStartDate	1/26/2016	1/24/2016
tblGrading	MaterialImported	0.00	3,850.00
tblLandUse	LandUseSquareFeet	36,160.00	36,161.00
tblLandUse	LandUseSquareFeet	4,791.60	0.00
tblLandUse	LandUseSquareFeet	9,583.20	0.00
tblLandUse	LandUseSquareFeet	23,522.40	23,468.00
tblOffRoadEquipment	HorsePower	174.00	179.00
tblOffRoadEquipment	HorsePower	80.00	49.00
tblOffRoadEquipment	HorsePower	80.00	36.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	110.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	62.00	75.00
tblOffRoadEquipment	HorsePower	162.00	153.00
tblOffRoadEquipment	HorsePower	174.00	179.00
tblOffRoadEquipment	HorsePower	171.00	215.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	361.00	407.00
tblOffRoadEquipment	HorsePower	361.00	407.00
tblOffRoadEquipment	HorsePower	361.00	407.00

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

tblOffRoadEquipment	HorsePower	97.00	88.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

Capitol Industrial Building (Mitigation A)

Los Angeles-South Coast County, Winter

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	12.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2016
tblSolidWaste	SolidWasteGenerationRate	33.99	84.00
tblTripsAndVMT	HaulingTripLength	20.00	19.00
tblTripsAndVMT	HaulingTripNumber	481.00	550.00
tblTripsAndVMT	HaulingTripNumber	0.00	140.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	10.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	10.00	14.00
tblTripsAndVMT	WorkerTripNumber	8.00	12.00
tblTripsAndVMT	WorkerTripNumber	13.00	18.00

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

tblTripsAndVMT	WorkerTripNumber	0.00	5.00
tblTripsAndVMT	WorkerTripNumber	13.00	17.00
tblTripsAndVMT	WorkerTripNumber	15.00	18.00
tblTripsAndVMT	WorkerTripNumber	3.00	5.00
tblTripsAndVMT	WorkerTripNumber	15.00	17.00
tblTripsAndVMT	WorkerTripNumber	25.00	38.00
tblTripsAndVMT	WorkerTripNumber	5.00	9.00
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	MCY	3.6910e-003	3.8290e-003
tblVehicleEF	MCY	3.6910e-003	3.8290e-003

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

tblVehicleEF	MCY	3.6910e-003	3.8290e-003
tblVehicleEF	MDV	0.13	0.05
tblVehicleEF	MDV	0.13	0.05
tblVehicleEF	MDV	0.13	0.05
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleTrips	CC_TL	8.40	14.91
tblVehicleTrips	CNW_TL	6.90	14.91
tblVehicleTrips	CW_TL	16.60	14.91
tblVehicleTrips	ST_TR	2.59	3.56
tblVehicleTrips	SU_TR	2.59	3.56
tblVehicleTrips	WD_TR	2.59	3.56
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

tblWater	IndoorWaterUseRate	8,362,000.00	538,948.00
tblWater	OutdoorWaterUseRate	0.00	53,895.00
tblWater	SepticTankPercent	10.33	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					
2016	14.1692	99.1761	68.1407	0.1461	4.3350	3.3664	7.7014	0.8229	3.0970	3.9199	0.0000	14,857.7157	14,857.7157	2.0547	0.0000	14,900.8641
Total	14.1692	99.1761	68.1407	0.1461	4.3350	3.3664	7.7014	0.8229	3.0970	3.9199	0.0000	14,857.7157	14,857.7157	2.0547	0.0000	14,900.8641

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/4/2016	1/9/2016	5	5	
2	Site Preparation	Site Preparation	1/11/2016	1/18/2016	5	6	
3	Rough Grading	Grading	1/19/2016	2/2/2016	5	11	
4	Rough Grading Soil Haul	Grading	1/19/2016	1/25/2016	5	5	
5	Utility Trenching	Trenching	1/24/2016	2/21/2016	5	20	
6	Fine Grading	Grading	2/22/2016	2/29/2016	5	6	
7	Building Construction	Building Construction	3/1/2016	6/29/2016	5	87	
8	Building Construction Concrete Haul	Building Construction	3/1/2016	3/18/2016	5	14	
9	Architectural Coating	Architectural Coating	6/30/2016	7/28/2016	5	21	
10	Asphalt Paving	Paving	7/29/2016	8/1/2016	5	2	
11	Finishing/Landscaping	Paving	8/2/2016	8/16/2016	5	11	

Acres of Grading (Site Preparation Phase): 12

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 55,298; Non-Residential Outdoor: 16,805 (Architectural Coating –

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Other Construction Equipment	1	8.00	215	0.42
Demolition	Rubber Tired Dozers	0	8.00	255	0.40
Demolition	Rubber Tired Loaders	1	8.00	318	0.36
Demolition	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Site Preparation	Graders	0	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	0	7.00	255	0.40
Site Preparation	Rubber Tired Loaders	2	8.00	318	0.36
Site Preparation	Scrapers	2	8.00	407	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Rough Grading	Excavators	1	8.00	153	0.38
Rough Grading	Graders	0	6.00	174	0.41
Rough Grading	Rubber Tired Dozers	0	6.00	255	0.40
Rough Grading	Rubber Tired Loaders	2	8.00	318	0.36
Rough Grading	Scrapers	2	8.00	407	0.48
Rough Grading	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Rough Grading Soil Haul	Graders	0	6.00	174	0.41
Rough Grading Soil Haul	Rubber Tired Dozers	0	6.00	255	0.40
Rough Grading Soil Haul	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Utility Trenching	Tractors/Loaders/Backhoes	1	8.00	88	0.37
Fine Grading	Graders	1	8.00	179	0.41
Fine Grading	Rubber Tired Dozers	0	6.00	255	0.40
Fine Grading	Rubber Tired Loaders	2	8.00	318	0.36
Fine Grading	Scrapers	2	8.00	407	0.48
Fine Grading	Tractors/Loaders/Backhoes	1	8.00	71	0.37

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

Building Construction	Cranes	0	6.00	226	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Building Construction	Tractors/Loaders/Backhoes	1	8.00	110	0.37
Building Construction	Welders	0	8.00	46	0.45
Building Construction Concrete Haul	Cranes	0	6.00	226	0.29
Building Construction Concrete Haul	Forklifts	0	6.00	89	0.20
Building Construction Concrete Haul	Generator Sets	0	8.00	84	0.74
Building Construction Concrete Haul	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Building Construction Concrete Haul	Welders	0	8.00	46	0.45
Architectural Coating	Aerial Lifts	1	8.00	75	0.31
Architectural Coating	Air Compressors	0	6.00	78	0.48
Asphalt Paving	Cement and Mortar Mixers	0	6.00	9	0.56
Asphalt Paving	Graders	1	8.00	179	0.41
Asphalt Paving	Pavers	0	6.00	125	0.42
Asphalt Paving	Paving Equipment	0	8.00	130	0.36
Asphalt Paving	Rollers	1	8.00	49	0.38
Asphalt Paving	Rollers	1	8.00	36	0.38
Asphalt Paving	Tractors/Loaders/Backhoes	2	8.00	71	0.37
Finishing/Landscaping	Cement and Mortar Mixers	0	6.00	9	0.56
Finishing/Landscaping	Pavers	0	6.00	125	0.42
Finishing/Landscaping	Paving Equipment	0	8.00	130	0.36
Finishing/Landscaping	Rollers	0	7.00	80	0.38
Finishing/Landscaping	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class	
Demolition		3	12.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation		5	17.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Rough Grading		6	18.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Rough Grading Soil Haul		0	0.00	0.00	550.00	14.70	6.90	19.00	LD_Mix	HDT_Mix	HHDT
Utility Trenching		1	5.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Fine Grading		6	17.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction		2	38.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction Concrete Haul		0	25.00	10.00	140.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating		1	9.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Asphalt Paving		5	18.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Finishing/Landscaping		0	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

3.2 Demolition - 2016

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	1.0390	11.7257	6.1172	0.0120		0.5344	0.5344		0.4916	0.4916		1,247.3302	1,247.3302	0.3762		1,255.2312
Total	1.0390	11.7257	6.1172	0.0120		0.5344	0.5344		0.4916	0.4916		1,247.3302	1,247.3302	0.3762		1,255.2312

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	0.0372	0.3588	0.4951	8.7000e-004	0.0250	5.5300e-003	0.0305	7.1000e-003	5.0900e-003	0.0122		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0556	0.0746	0.7817	1.6500e-003	0.1341	1.2700e-003	0.1354	0.0356	1.1700e-003	0.0367		139.2037	139.2037	8.0300e-003		139.3723
Total	0.0928	0.4334	1.2768	2.5200e-003	0.1591	6.8000e-003	0.1659	0.0427	6.2600e-003	0.0489		226.5606	226.5606	8.7000e-003		226.7431

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

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	1.0390	11.7257	6.1172	0.0120		0.5344	0.5344		0.4916	0.4916	0.0000	1,247.3302	1,247.3302	0.3762		1,255.2312
Total	1.0390	11.7257	6.1172	0.0120		0.5344	0.5344		0.4916	0.4916	0.0000	1,247.3302	1,247.3302	0.3762		1,255.2312

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	0.0372	0.3588	0.4951	8.7000e-004	0.0233	5.5300e-003	0.0288	6.6900e-003	5.0900e-003	0.0118		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0556	0.0746	0.7817	1.6500e-003	0.1236	1.2700e-003	0.1249	0.0330	1.1700e-003	0.0342		139.2037	139.2037	8.0300e-003		139.3723
Total	0.0928	0.4334	1.2768	2.5200e-003	0.1469	6.8000e-003	0.1537	0.0397	6.2600e-003	0.0459		226.5606	226.5606	8.7000e-003		226.7431

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

3.3 Site Preparation - 2016

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					2.1210	0.0000	2.1210	0.2290	0.0000	0.2290			0.0000			0.0000
Off-Road	4.9460	60.7445	35.3201	0.0553		2.4845	2.4845		2.2858	2.2858		5,747.0635	5,747.0635	1.7335		5,783.4674
Total	4.9460	60.7445	35.3201	0.0553	2.1210	2.4845	4.6055	0.2290	2.2858	2.5148		5,747.0635	5,747.0635	1.7335		5,783.4674

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	0.0372	0.3588	0.4951	8.7000e-004	0.0250	5.5300e-003	0.0305	7.1000e-003	5.0900e-003	0.0122		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0788	0.1057	1.1073	2.3300e-003	0.1900	1.8000e-003	0.1918	0.0504	1.6500e-003	0.0521		197.2053	197.2053	0.0114		197.4441
Total	0.1160	0.4645	1.6025	3.2000e-003	0.2150	7.3300e-003	0.2223	0.0575	6.7400e-003	0.0642		284.5621	284.5621	0.0120		284.8150

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

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					0.9067	0.0000	0.9067	0.0979	0.0000	0.0979			0.0000			0.0000
Off-Road	4.9460	60.7445	35.3201	0.0553		2.4845	2.4845		2.2858	2.2858	0.0000	5,747.0635	5,747.0635	1.7335		5,783.4673
Total	4.9460	60.7445	35.3201	0.0553	0.9067	2.4845	3.3913	0.0979	2.2858	2.3837	0.0000	5,747.0635	5,747.0635	1.7335		5,783.4673

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	0.0372	0.3588	0.4951	8.7000e-004	0.0233	5.5300e-003	0.0288	6.6900e-003	5.0900e-003	0.0118		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0788	0.1057	1.1073	2.3300e-003	0.1752	1.8000e-003	0.1770	0.0467	1.6500e-003	0.0484		197.2053	197.2053	0.0114		197.4441
Total	0.1160	0.4645	1.6025	3.2000e-003	0.1985	7.3300e-003	0.2058	0.0534	6.7400e-003	0.0602		284.5621	284.5621	0.0120		284.8150

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

3.4 Rough Grading - 2016

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					2.1210	0.0000	2.1210	0.2290	0.0000	0.2290			0.0000			0.0000
Off-Road	5.3126	64.9291	38.5581	0.0603		2.6904	2.6904		2.4752	2.4752		6,266.4306	6,266.4306	1.8902		6,306.1243
Total	5.3126	64.9291	38.5581	0.0603	2.1210	2.6904	4.8114	0.2290	2.4752	2.7042		6,266.4306	6,266.4306	1.8902		6,306.1243

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	0.0372	0.3588	0.4951	8.7000e-004	0.0250	5.5300e-003	0.0305	7.1000e-003	5.0900e-003	0.0122		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0834	0.1119	1.1725	2.4700e-003	0.2012	1.9000e-003	0.2031	0.0534	1.7500e-003	0.0551		208.8056	208.8056	0.0120		209.0585
Total	0.1206	0.4707	1.6676	3.3400e-003	0.2262	7.4300e-003	0.2336	0.0605	6.8400e-003	0.0673		296.1624	296.1624	0.0127		296.4293

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

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					0.9067	0.0000	0.9067	0.0979	0.0000	0.0979			0.0000			0.0000
Off-Road	5.3126	64.9291	38.5581	0.0603		2.6904	2.6904		2.4752	2.4752	0.0000	6,266.4306	6,266.4306	1.8902		6,306.1243
Total	5.3126	64.9291	38.5581	0.0603	0.9067	2.6904	3.5972	0.0979	2.4752	2.5731	0.0000	6,266.4306	6,266.4306	1.8902		6,306.1243

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	0.0372	0.3588	0.4951	8.7000e-004	0.0233	5.5300e-003	0.0288	6.6900e-003	5.0900e-003	0.0118		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0834	0.1119	1.1725	2.4700e-003	0.1855	1.9000e-003	0.1874	0.0495	1.7500e-003	0.0512		208.8056	208.8056	0.0120		209.0585
Total	0.1206	0.4707	1.6676	3.3400e-003	0.2088	7.4300e-003	0.2162	0.0562	6.8400e-003	0.0630		296.1624	296.1624	0.0127		296.4293

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

3.5 Rough Grading Soil Haul - 2016

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					0.0871	0.0000	0.0871	0.0132	0.0000	0.0132			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0871	0.0000	0.0871	0.0132	0.0000	0.0132		0.0000	0.0000	0.0000		0.0000

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	1.9883	30.4333	24.9054	0.0780	1.8199	0.4351	2.2550	0.4983	0.4002	0.8985		7,856.1189	7,856.1189	0.0592		7,857.3625
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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	1.9883	30.4333	24.9054	0.0780	1.8199	0.4351	2.2550	0.4983	0.4002	0.8985		7,856.1189	7,856.1189	0.0592		7,857.3625

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

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					0.0372	0.0000	0.0372	5.6400e-003	0.0000	5.6400e-003			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0372	0.0000	0.0372	5.6400e-003	0.0000	5.6400e-003	0.0000	0.0000	0.0000	0.0000		0.0000

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	1.9883	30.4333	24.9054	0.0780	1.6956	0.4351	2.1307	0.4678	0.4002	0.8680		7,856.1189	7,856.1189	0.0592		7,857.3625
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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	1.9883	30.4333	24.9054	0.0780	1.6956	0.4351	2.1307	0.4678	0.4002	0.8680		7,856.1189	7,856.1189	0.0592		7,857.3625

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

3.6 Utility Trenching - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3090	2.9531	2.1888	2.8200e-003		0.2274	0.2274		0.2092	0.2092		293.6454	293.6454	0.0886		295.5054
Total	0.3090	2.9531	2.1888	2.8200e-003		0.2274	0.2274		0.2092	0.2092		293.6454	293.6454	0.0886		295.5054

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	0.0372	0.3588	0.4951	8.7000e-004	0.0250	5.5300e-003	0.0305	7.1000e-003	5.0900e-003	0.0122		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0232	0.0311	0.3257	6.9000e-004	0.0559	5.3000e-004	0.0564	0.0148	4.9000e-004	0.0153		58.0016	58.0016	3.3500e-003		58.0718
Total	0.0604	0.3899	0.8208	1.5600e-003	0.0808	6.0600e-003	0.0869	0.0219	5.5800e-003	0.0275		145.3584	145.3584	4.0200e-003		145.4426

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3090	2.9531	2.1888	2.8200e-003		0.2274	0.2274		0.2092	0.2092	0.0000	293.6454	293.6454	0.0886		295.5054
Total	0.3090	2.9531	2.1888	2.8200e-003		0.2274	0.2274		0.2092	0.2092	0.0000	293.6454	293.6454	0.0886		295.5054

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	0.0372	0.3588	0.4951	8.7000e-004	0.0233	5.5300e-003	0.0288	6.6900e-003	5.0900e-003	0.0118		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0232	0.0311	0.3257	6.9000e-004	0.0515	5.3000e-004	0.0520	0.0138	4.9000e-004	0.0142		58.0016	58.0016	3.3500e-003		58.0718
Total	0.0604	0.3899	0.8208	1.5600e-003	0.0748	6.0600e-003	0.0809	0.0204	5.5800e-003	0.0260		145.3584	145.3584	4.0200e-003		145.4426

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

3.7 Fine Grading - 2016

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					2.6513	0.0000	2.6513	0.2863	0.0000	0.2863			0.0000			0.0000
Off-Road	5.4615	68.0743	37.2088	0.0617		2.7226	2.7226		2.5048	2.5048		6,409.3914	6,409.3914	1.9333		6,449.9907
Total	5.4615	68.0743	37.2088	0.0617	2.6513	2.7226	5.3739	0.2863	2.5048	2.7911		6,409.3914	6,409.3914	1.9333		6,449.9907

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	0.0372	0.3588	0.4951	8.7000e-004	0.0250	5.5300e-003	0.0305	7.1000e-003	5.0900e-003	0.0122		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0788	0.1057	1.1073	2.3300e-003	0.1900	1.8000e-003	0.1918	0.0504	1.6500e-003	0.0521		197.2053	197.2053	0.0114		197.4441
Total	0.1160	0.4645	1.6025	3.2000e-003	0.2150	7.3300e-003	0.2223	0.0575	6.7400e-003	0.0642		284.5621	284.5621	0.0120		284.8150

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.1334	0.0000	1.1334	0.1224	0.0000	0.1224			0.0000			0.0000
Off-Road	5.4615	68.0743	37.2088	0.0617		2.7226	2.7226		2.5048	2.5048	0.0000	6,409.3914	6,409.3914	1.9333		6,449.9907
Total	5.4615	68.0743	37.2088	0.0617	1.1334	2.7226	3.8561	0.1224	2.5048	2.6272	0.0000	6,409.3914	6,409.3914	1.9333		6,449.9907

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	0.0372	0.3588	0.4951	8.7000e-004	0.0233	5.5300e-003	0.0288	6.6900e-003	5.0900e-003	0.0118		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0788	0.1057	1.1073	2.3300e-003	0.1752	1.8000e-003	0.1770	0.0467	1.6500e-003	0.0484		197.2053	197.2053	0.0114		197.4441
Total	0.1160	0.4645	1.6025	3.2000e-003	0.1985	7.3300e-003	0.2058	0.0534	6.7400e-003	0.0602		284.5621	284.5621	0.0120		284.8150

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

3.8 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6355	6.0739	4.5019	5.8100e-003		0.4677	0.4677		0.4302	0.4302		603.9751	603.9751	0.1822		607.8009
Total	0.6355	6.0739	4.5019	5.8100e-003		0.4677	0.4677		0.4302	0.4302		603.9751	603.9751	0.1822		607.8009

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	0.1301	1.2559	1.7330	3.0600e-003	0.0873	0.0194	0.1067	0.0248	0.0178	0.0426		305.7490	305.7490	2.3300e-003		305.7978
Worker	0.1761	0.2362	2.4752	5.2100e-003	0.4248	4.0200e-003	0.4288	0.1127	3.6900e-003	0.1163		440.8118	440.8118	0.0254		441.3457
Total	0.3062	1.4921	4.2082	8.2700e-003	0.5121	0.0234	0.5354	0.1375	0.0215	0.1590		746.5608	746.5608	0.0278		747.1436

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6355	6.0739	4.5019	5.8100e-003		0.4677	0.4677		0.4302	0.4302	0.0000	603.9751	603.9751	0.1822		607.8009
Total	0.6355	6.0739	4.5019	5.8100e-003		0.4677	0.4677		0.4302	0.4302	0.0000	603.9751	603.9751	0.1822		607.8009

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	0.1301	1.2559	1.7330	3.0600e-003	0.0816	0.0194	0.1009	0.0234	0.0178	0.0412		305.7490	305.7490	2.3300e-003		305.7978
Worker	0.1761	0.2362	2.4752	5.2100e-003	0.3915	4.0200e-003	0.3955	0.1045	3.6900e-003	0.1082		440.8118	440.8118	0.0254		441.3457
Total	0.3062	1.4921	4.2082	8.2700e-003	0.4731	0.0234	0.4965	0.1279	0.0215	0.1494		746.5608	746.5608	0.0278		747.1436

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

3.9 Building Construction Concrete Haul - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

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	0.1865	2.9018	2.3057	7.4600e-003	0.1741	0.0416	0.2158	0.0477	0.0383	0.0860		750.9174	750.9174	5.6400e-003		751.0358
Vendor	0.0930	0.8971	1.2378	2.1800e-003	0.0624	0.0138	0.0762	0.0177	0.0127	0.0305		218.3921	218.3921	1.6600e-003		218.4270
Worker	0.1158	0.1554	1.6284	3.4300e-003	0.2794	2.6400e-003	0.2821	0.0741	2.4300e-003	0.0765		290.0078	290.0078	0.0167		290.3590
Total	0.3953	3.9542	5.1719	0.0131	0.5159	0.0581	0.5740	0.1395	0.0534	0.1930		1,259.3173	1,259.3173	0.0240		1,259.8218

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000

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	0.1865	2.9018	2.3057	7.4600e-003	0.1622	0.0416	0.2039	0.0448	0.0383	0.0830		750.9174	750.9174	5.6400e-003		751.0358
Vendor	0.0930	0.8971	1.2378	2.1800e-003	0.0583	0.0138	0.0721	0.0167	0.0127	0.0295		218.3921	218.3921	1.6600e-003		218.4270
Worker	0.1158	0.1554	1.6284	3.4300e-003	0.2576	2.6400e-003	0.2602	0.0687	2.4300e-003	0.0712		290.0078	290.0078	0.0167		290.3590
Total	0.3953	3.9542	5.1719	0.0131	0.4781	0.0581	0.5362	0.1302	0.0534	0.1837		1,259.3173	1,259.3173	0.0240		1,259.8218

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

3.10 Architectural Coating - 2016

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	14.0596					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0679	1.1163	1.3126	2.0000e-003		0.0459	0.0459		0.0422	0.0422		207.5769	207.5769	0.0626		208.8918
Total	14.1275	1.1163	1.3126	2.0000e-003		0.0459	0.0459		0.0422	0.0422		207.5769	207.5769	0.0626		208.8918

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	0.0417	0.0559	0.5862	1.2300e-003	0.1006	9.5000e-004	0.1016	0.0267	8.7000e-004	0.0276		104.4028	104.4028	6.0200e-003		104.5293
Total	0.0417	0.0559	0.5862	1.2300e-003	0.1006	9.5000e-004	0.1016	0.0267	8.7000e-004	0.0276		104.4028	104.4028	6.0200e-003		104.5293

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

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	14.0596					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0679	1.1163	1.3126	2.0000e-003		0.0459	0.0459		0.0422	0.0422	0.0000	207.5769	207.5769	0.0626		208.8918
Total	14.1275	1.1163	1.3126	2.0000e-003		0.0459	0.0459		0.0422	0.0422	0.0000	207.5769	207.5769	0.0626		208.8918

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	0.0417	0.0559	0.5862	1.2300e-003	0.0927	9.5000e-004	0.0937	0.0248	8.7000e-004	0.0256		104.4028	104.4028	6.0200e-003		104.5293
Total	0.0417	0.0559	0.5862	1.2300e-003	0.0927	9.5000e-004	0.0937	0.0248	8.7000e-004	0.0256		104.4028	104.4028	6.0200e-003		104.5293

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

3.11 Asphalt Paving - 2016

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	1.7315	15.0775	8.4003	0.0140		0.8667	0.8667		0.7974	0.7974		1,457.4453	1,457.4453	0.4396		1,466.6773
Paving	0.8515					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.5830	15.0775	8.4003	0.0140		0.8667	0.8667		0.7974	0.7974		1,457.4453	1,457.4453	0.4396		1,466.6773

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	0.0930	0.8971	1.2378	2.1800e-003	0.0624	0.0138	0.0762	0.0177	0.0127	0.0305		218.3921	218.3921	1.6600e-003		218.4270
Worker	0.0834	0.1119	1.1725	2.4700e-003	0.2012	1.9000e-003	0.2031	0.0534	1.7500e-003	0.0551		208.8056	208.8056	0.0120		209.0585
Total	0.1764	1.0090	2.4103	4.6500e-003	0.2636	0.0157	0.2793	0.0711	0.0145	0.0856		427.1977	427.1977	0.0137		427.4855

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

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	1.7315	15.0775	8.4003	0.0140		0.8667	0.8667		0.7974	0.7974	0.0000	1,457.4453	1,457.4453	0.4396		1,466.6773
Paving	0.8515					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.5830	15.0775	8.4003	0.0140		0.8667	0.8667		0.7974	0.7974	0.0000	1,457.4453	1,457.4453	0.4396		1,466.6773

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	0.0930	0.8971	1.2378	2.1800e-003	0.0583	0.0138	0.0721	0.0167	0.0127	0.0295		218.3921	218.3921	1.6600e-003		218.4270
Worker	0.0834	0.1119	1.1725	2.4700e-003	0.1855	1.9000e-003	0.1874	0.0495	1.7500e-003	0.0512		208.8056	208.8056	0.0120		209.0585
Total	0.1764	1.0090	2.4103	4.6500e-003	0.2437	0.0157	0.2594	0.0662	0.0145	0.0807		427.1977	427.1977	0.0137		427.4855

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

3.12 Finishing/Landscaping - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Paving	0.1548					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.1548	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

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	0.0232	0.0311	0.3257	6.9000e-004	0.0559	5.3000e-004	0.0564	0.0148	4.9000e-004	0.0153		58.0016	58.0016	3.3500e-003		58.0718
Total	0.0232	0.0311	0.3257	6.9000e-004	0.0559	5.3000e-004	0.0564	0.0148	4.9000e-004	0.0153		58.0016	58.0016	3.3500e-003		58.0718

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Winter

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Paving	0.1548					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.1548	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000

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	0.0232	0.0311	0.3257	6.9000e-004	0.0515	5.3000e-004	0.0520	0.0138	4.9000e-004	0.0142		58.0016	58.0016	3.3500e-003		58.0718
Total	0.0232	0.0311	0.3257	6.9000e-004	0.0515	5.3000e-004	0.0520	0.0138	4.9000e-004	0.0142		58.0016	58.0016	3.3500e-003		58.0718

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	36.16	1000sqft	0.83	36,161.00	0
Other Asphalt Surfaces	0.11	Acre	0.11	0.00	0
Other Non-Asphalt Surfaces	0.22	Acre	0.22	0.00	0
Parking Lot	0.54	Acre	0.54	23,468.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2016
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 0 Land Use Square Feet to exclude striping

Construction Phase - Based on construction information provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Placeholder only.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Capitol Industrial Building (Mitigation A)

Los Angeles-South Coast County, Summer

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Placeholder only.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Trips and VMT - Water truck and dump truck emissions accounted for in the vendor trips assigned. Worker trips = default + provided.

Grading -

Architectural Coating - Based on information provided by the Applicant.

Vehicle Trips - Based on the SCAG 2012 RTP model for model year 2020 provided by Iteris.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Area Coating - Based on information provided by the Applicant.

Water And Wastewater - City of Los Angeles 2006.

Solid Waste - CalRecycle 2009.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 & 1186

Energy Mitigation - 2016 Building and Energy Efficiency Standards.

Water Mitigation -

Operational Off-Road Equipment - Based on Raymond Handling Solutions fleet estimate.

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	18,433.00	16,805.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	228
tblAreaCoating	Area_Nonresidential_Interior	55298	22119
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	228	250
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstructionPhase	NumDays	10.00	21.00
tblConstructionPhase	NumDays	200.00	87.00
tblConstructionPhase	NumDays	200.00	14.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	4.00	11.00
tblConstructionPhase	NumDays	4.00	5.00
tblConstructionPhase	NumDays	4.00	6.00
tblConstructionPhase	NumDays	10.00	2.00
tblConstructionPhase	NumDays	10.00	11.00
tblConstructionPhase	NumDays	2.00	6.00
tblConstructionPhase	PhaseEndDate	4/18/2016	7/28/2016
tblConstructionPhase	PhaseEndDate	7/19/2016	3/18/2016
tblConstructionPhase	PhaseEndDate	1/8/2016	1/9/2016
tblConstructionPhase	PhaseEndDate	2/9/2016	1/25/2016
tblConstructionPhase	PhaseEndDate	2/22/2016	2/21/2016
tblConstructionPhase	PhaseStartDate	3/19/2016	6/30/2016
tblConstructionPhase	PhaseStartDate	6/30/2016	3/1/2016
tblConstructionPhase	PhaseStartDate	2/3/2016	1/19/2016
tblConstructionPhase	PhaseStartDate	1/10/2016	1/11/2016

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

tblConstructionPhase	PhaseStartDate	1/26/2016	1/24/2016
tblGrading	MaterialImported	0.00	3,850.00
tblLandUse	LandUseSquareFeet	36,160.00	36,161.00
tblLandUse	LandUseSquareFeet	4,791.60	0.00
tblLandUse	LandUseSquareFeet	9,583.20	0.00
tblLandUse	LandUseSquareFeet	23,522.40	23,468.00
tblOffRoadEquipment	HorsePower	174.00	179.00
tblOffRoadEquipment	HorsePower	80.00	49.00
tblOffRoadEquipment	HorsePower	80.00	36.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	110.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	62.00	75.00
tblOffRoadEquipment	HorsePower	162.00	153.00
tblOffRoadEquipment	HorsePower	174.00	179.00
tblOffRoadEquipment	HorsePower	171.00	215.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	361.00	407.00
tblOffRoadEquipment	HorsePower	361.00	407.00
tblOffRoadEquipment	HorsePower	361.00	407.00

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

tblOffRoadEquipment	HorsePower	97.00	88.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	12.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2016
tblSolidWaste	SolidWasteGenerationRate	33.99	84.00
tblTripsAndVMT	HaulingTripLength	20.00	19.00
tblTripsAndVMT	HaulingTripNumber	481.00	550.00
tblTripsAndVMT	HaulingTripNumber	0.00	140.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	10.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	10.00	14.00
tblTripsAndVMT	WorkerTripNumber	8.00	12.00
tblTripsAndVMT	WorkerTripNumber	13.00	18.00

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

tblTripsAndVMT	WorkerTripNumber	0.00	5.00
tblTripsAndVMT	WorkerTripNumber	13.00	17.00
tblTripsAndVMT	WorkerTripNumber	15.00	18.00
tblTripsAndVMT	WorkerTripNumber	3.00	5.00
tblTripsAndVMT	WorkerTripNumber	15.00	17.00
tblTripsAndVMT	WorkerTripNumber	25.00	38.00
tblTripsAndVMT	WorkerTripNumber	5.00	9.00
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	MCY	3.6910e-003	3.8290e-003
tblVehicleEF	MCY	3.6910e-003	3.8290e-003

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

tblVehicleEF	MCY	3.6910e-003	3.8290e-003
tblVehicleEF	MDV	0.13	0.05
tblVehicleEF	MDV	0.13	0.05
tblVehicleEF	MDV	0.13	0.05
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleTrips	CC_TL	8.40	14.91
tblVehicleTrips	CNW_TL	6.90	14.91
tblVehicleTrips	CW_TL	16.60	14.91
tblVehicleTrips	ST_TR	2.59	3.56
tblVehicleTrips	SU_TR	2.59	3.56
tblVehicleTrips	WD_TR	2.59	3.56
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

tblWater	IndoorWaterUseRate	8,362,000.00	538,948.00
tblWater	OutdoorWaterUseRate	0.00	53,895.00
tblWater	SepticTankPercent	10.33	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					
2016	14.1676	98.1164	64.5769	0.1464	4.3350	3.3652	7.7001	0.8229	3.0959	3.9188	0.0000	14,894.4834	14,894.4834	2.0539	0.0000	14,937.6148
Total	14.1676	98.1164	64.5769	0.1464	4.3350	3.3652	7.7001	0.8229	3.0959	3.9188	0.0000	14,894.4834	14,894.4834	2.0539	0.0000	14,937.6148

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/4/2016	1/9/2016	5	5	
2	Site Preparation	Site Preparation	1/11/2016	1/18/2016	5	6	
3	Rough Grading	Grading	1/19/2016	2/2/2016	5	11	
4	Rough Grading Soil Haul	Grading	1/19/2016	1/25/2016	5	5	
5	Utility Trenching	Trenching	1/24/2016	2/21/2016	5	20	
6	Fine Grading	Grading	2/22/2016	2/29/2016	5	6	
7	Building Construction	Building Construction	3/1/2016	6/29/2016	5	87	
8	Building Construction Concrete Haul	Building Construction	3/1/2016	3/18/2016	5	14	
9	Architectural Coating	Architectural Coating	6/30/2016	7/28/2016	5	21	
10	Asphalt Paving	Paving	7/29/2016	8/1/2016	5	2	
11	Finishing/Landscaping	Paving	8/2/2016	8/16/2016	5	11	

Acres of Grading (Site Preparation Phase): 12

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 55,298; Non-Residential Outdoor: 16,805 (Architectural Coating –

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Other Construction Equipment	1	8.00	215	0.42
Demolition	Rubber Tired Dozers	0	8.00	255	0.40
Demolition	Rubber Tired Loaders	1	8.00	318	0.36
Demolition	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Site Preparation	Graders	0	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	0	7.00	255	0.40
Site Preparation	Rubber Tired Loaders	2	8.00	318	0.36
Site Preparation	Scrapers	2	8.00	407	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Rough Grading	Excavators	1	8.00	153	0.38
Rough Grading	Graders	0	6.00	174	0.41
Rough Grading	Rubber Tired Dozers	0	6.00	255	0.40
Rough Grading	Rubber Tired Loaders	2	8.00	318	0.36
Rough Grading	Scrapers	2	8.00	407	0.48
Rough Grading	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Rough Grading Soil Haul	Graders	0	6.00	174	0.41
Rough Grading Soil Haul	Rubber Tired Dozers	0	6.00	255	0.40
Rough Grading Soil Haul	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Utility Trenching	Tractors/Loaders/Backhoes	1	8.00	88	0.37
Fine Grading	Graders	1	8.00	179	0.41
Fine Grading	Rubber Tired Dozers	0	6.00	255	0.40
Fine Grading	Rubber Tired Loaders	2	8.00	318	0.36
Fine Grading	Scrapers	2	8.00	407	0.48
Fine Grading	Tractors/Loaders/Backhoes	1	8.00	71	0.37

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

Building Construction	Cranes	0	6.00	226	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Building Construction	Tractors/Loaders/Backhoes	1	8.00	110	0.37
Building Construction	Welders	0	8.00	46	0.45
Building Construction Concrete Haul	Cranes	0	6.00	226	0.29
Building Construction Concrete Haul	Forklifts	0	6.00	89	0.20
Building Construction Concrete Haul	Generator Sets	0	8.00	84	0.74
Building Construction Concrete Haul	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Building Construction Concrete Haul	Welders	0	8.00	46	0.45
Architectural Coating	Aerial Lifts	1	8.00	75	0.31
Architectural Coating	Air Compressors	0	6.00	78	0.48
Asphalt Paving	Cement and Mortar Mixers	0	6.00	9	0.56
Asphalt Paving	Graders	1	8.00	179	0.41
Asphalt Paving	Pavers	0	6.00	125	0.42
Asphalt Paving	Paving Equipment	0	8.00	130	0.36
Asphalt Paving	Rollers	1	8.00	49	0.38
Asphalt Paving	Rollers	1	8.00	36	0.38
Asphalt Paving	Tractors/Loaders/Backhoes	2	8.00	71	0.37
Finishing/Landscaping	Cement and Mortar Mixers	0	6.00	9	0.56
Finishing/Landscaping	Pavers	0	6.00	125	0.42
Finishing/Landscaping	Paving Equipment	0	8.00	130	0.36
Finishing/Landscaping	Rollers	0	7.00	80	0.38
Finishing/Landscaping	Tractors/Loaders/Backhoes	0	8.00	97	0.37

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class	
Demolition		3	12.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation		5	17.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Rough Grading		6	18.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Rough Grading Soil Haul		0	0.00	0.00	550.00	14.70	6.90	19.00	LD_Mix	HDT_Mix	HHDT
Utility Trenching		1	5.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Fine Grading		6	17.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction		2	38.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction Concrete Haul		0	25.00	10.00	140.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating		1	9.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Asphalt Paving		5	18.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Finishing/Landscaping		0	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

3.2 Demolition - 2016

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	1.0390	11.7257	6.1172	0.0120		0.5344	0.5344		0.4916	0.4916		1,247.3302	1,247.3302	0.3762		1,255.2312
Total	1.0390	11.7257	6.1172	0.0120		0.5344	0.5344		0.4916	0.4916		1,247.3302	1,247.3302	0.3762		1,255.2312

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	0.0337	0.3500	0.4067	8.8000e-004	0.0250	5.4700e-003	0.0304	7.1000e-003	5.0300e-003	0.0121		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0535	0.0673	0.8324	1.7400e-003	0.1341	1.2700e-003	0.1354	0.0356	1.1700e-003	0.0367		147.4826	147.4826	8.0300e-003		147.6512
Total	0.0872	0.4173	1.2391	2.6200e-003	0.1591	6.7400e-003	0.1658	0.0427	6.2000e-003	0.0489		235.5708	235.5708	8.6800e-003		235.7530

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

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	1.0390	11.7257	6.1172	0.0120		0.5344	0.5344		0.4916	0.4916	0.0000	1,247.3302	1,247.3302	0.3762		1,255.2312
Total	1.0390	11.7257	6.1172	0.0120		0.5344	0.5344		0.4916	0.4916	0.0000	1,247.3302	1,247.3302	0.3762		1,255.2312

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	0.0337	0.3500	0.4067	8.8000e-004	0.0233	5.4700e-003	0.0288	6.6900e-003	5.0300e-003	0.0117		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0535	0.0673	0.8324	1.7400e-003	0.1236	1.2700e-003	0.1249	0.0330	1.1700e-003	0.0342		147.4826	147.4826	8.0300e-003		147.6512
Total	0.0872	0.4173	1.2391	2.6200e-003	0.1469	6.7400e-003	0.1537	0.0397	6.2000e-003	0.0459		235.5708	235.5708	8.6800e-003		235.7530

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

3.3 Site Preparation - 2016

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					2.1210	0.0000	2.1210	0.2290	0.0000	0.2290			0.0000			0.0000
Off-Road	4.9460	60.7445	35.3201	0.0553		2.4845	2.4845		2.2858	2.2858		5,747.0635	5,747.0635	1.7335		5,783.4674
Total	4.9460	60.7445	35.3201	0.0553	2.1210	2.4845	4.6055	0.2290	2.2858	2.5148		5,747.0635	5,747.0635	1.7335		5,783.4674

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	0.0337	0.3500	0.4067	8.8000e-004	0.0250	5.4700e-003	0.0304	7.1000e-003	5.0300e-003	0.0121		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0757	0.0953	1.1793	2.4700e-003	0.1900	1.8000e-003	0.1918	0.0504	1.6500e-003	0.0521		208.9336	208.9336	0.0114		209.1725
Total	0.1094	0.4453	1.5860	3.3500e-003	0.2150	7.2700e-003	0.2222	0.0575	6.6800e-003	0.0642		297.0219	297.0219	0.0120		297.2743

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

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					0.9067	0.0000	0.9067	0.0979	0.0000	0.0979			0.0000			0.0000
Off-Road	4.9460	60.7445	35.3201	0.0553		2.4845	2.4845		2.2858	2.2858	0.0000	5,747.0635	5,747.0635	1.7335		5,783.4673
Total	4.9460	60.7445	35.3201	0.0553	0.9067	2.4845	3.3913	0.0979	2.2858	2.3837	0.0000	5,747.0635	5,747.0635	1.7335		5,783.4673

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	0.0337	0.3500	0.4067	8.8000e-004	0.0233	5.4700e-003	0.0288	6.6900e-003	5.0300e-003	0.0117		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0757	0.0953	1.1793	2.4700e-003	0.1752	1.8000e-003	0.1770	0.0467	1.6500e-003	0.0484		208.9336	208.9336	0.0114		209.1725
Total	0.1094	0.4453	1.5860	3.3500e-003	0.1985	7.2700e-003	0.2057	0.0534	6.6800e-003	0.0601		297.0219	297.0219	0.0120		297.2743

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

3.4 Rough Grading - 2016

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					2.1210	0.0000	2.1210	0.2290	0.0000	0.2290			0.0000			0.0000
Off-Road	5.3126	64.9291	38.5581	0.0603		2.6904	2.6904		2.4752	2.4752		6,266.4306	6,266.4306	1.8902		6,306.1243
Total	5.3126	64.9291	38.5581	0.0603	2.1210	2.6904	4.8114	0.2290	2.4752	2.7042		6,266.4306	6,266.4306	1.8902		6,306.1243

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	0.0337	0.3500	0.4067	8.8000e-004	0.0250	5.4700e-003	0.0304	7.1000e-003	5.0300e-003	0.0121		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0802	0.1009	1.2487	2.6200e-003	0.2012	1.9000e-003	0.2031	0.0534	1.7500e-003	0.0551		221.2238	221.2238	0.0120		221.4767
Total	0.1139	0.4509	1.6553	3.5000e-003	0.2262	7.3700e-003	0.2335	0.0605	6.7800e-003	0.0672		309.3121	309.3121	0.0127		309.5786

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

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					0.9067	0.0000	0.9067	0.0979	0.0000	0.0979			0.0000			0.0000
Off-Road	5.3126	64.9291	38.5581	0.0603		2.6904	2.6904		2.4752	2.4752	0.0000	6,266.4306	6,266.4306	1.8902		6,306.1243
Total	5.3126	64.9291	38.5581	0.0603	0.9067	2.6904	3.5972	0.0979	2.4752	2.5731	0.0000	6,266.4306	6,266.4306	1.8902		6,306.1243

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	0.0337	0.3500	0.4067	8.8000e-004	0.0233	5.4700e-003	0.0288	6.6900e-003	5.0300e-003	0.0117		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0802	0.1009	1.2487	2.6200e-003	0.1855	1.9000e-003	0.1874	0.0495	1.7500e-003	0.0512		221.2238	221.2238	0.0120		221.4767
Total	0.1139	0.4509	1.6553	3.5000e-003	0.2088	7.3700e-003	0.2161	0.0562	6.7800e-003	0.0630		309.3121	309.3121	0.0127		309.5786

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

3.5 Rough Grading Soil Haul - 2016

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					0.0871	0.0000	0.0871	0.0132	0.0000	0.0132			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0871	0.0000	0.0871	0.0132	0.0000	0.0132		0.0000	0.0000	0.0000		0.0000

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	1.8740	29.4053	21.4212	0.0782	1.8199	0.4340	2.2539	0.4983	0.3992	0.8975		7,875.5561	7,875.5561	0.0584		7,876.7834
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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	1.8740	29.4053	21.4212	0.0782	1.8199	0.4340	2.2539	0.4983	0.3992	0.8975		7,875.5561	7,875.5561	0.0584		7,876.7834

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

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					0.0372	0.0000	0.0372	5.6400e-003	0.0000	5.6400e-003			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0372	0.0000	0.0372	5.6400e-003	0.0000	5.6400e-003	0.0000	0.0000	0.0000	0.0000		0.0000

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	1.8740	29.4053	21.4212	0.0782	1.6956	0.4340	2.1296	0.4678	0.3992	0.8670		7,875.5561	7,875.5561	0.0584		7,876.7834
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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	1.8740	29.4053	21.4212	0.0782	1.6956	0.4340	2.1296	0.4678	0.3992	0.8670		7,875.5561	7,875.5561	0.0584		7,876.7834

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

3.6 Utility Trenching - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3090	2.9531	2.1888	2.8200e-003		0.2274	0.2274		0.2092	0.2092		293.6454	293.6454	0.0886		295.5054
Total	0.3090	2.9531	2.1888	2.8200e-003		0.2274	0.2274		0.2092	0.2092		293.6454	293.6454	0.0886		295.5054

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	0.0337	0.3500	0.4067	8.8000e-004	0.0250	5.4700e-003	0.0304	7.1000e-003	5.0300e-003	0.0121		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0223	0.0280	0.3469	7.3000e-004	0.0559	5.3000e-004	0.0564	0.0148	4.9000e-004	0.0153		61.4511	61.4511	3.3500e-003		61.5213
Total	0.0560	0.3781	0.7535	1.6100e-003	0.0808	6.0000e-003	0.0868	0.0219	5.5200e-003	0.0274		149.5393	149.5393	4.0000e-003		149.6231

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.3090	2.9531	2.1888	2.8200e-003		0.2274	0.2274		0.2092	0.2092	0.0000	293.6454	293.6454	0.0886		295.5054
Total	0.3090	2.9531	2.1888	2.8200e-003		0.2274	0.2274		0.2092	0.2092	0.0000	293.6454	293.6454	0.0886		295.5054

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	0.0337	0.3500	0.4067	8.8000e-004	0.0233	5.4700e-003	0.0288	6.6900e-003	5.0300e-003	0.0117		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0223	0.0280	0.3469	7.3000e-004	0.0515	5.3000e-004	0.0520	0.0138	4.9000e-004	0.0142		61.4511	61.4511	3.3500e-003		61.5213
Total	0.0560	0.3781	0.7535	1.6100e-003	0.0748	6.0000e-003	0.0808	0.0204	5.5200e-003	0.0260		149.5393	149.5393	4.0000e-003		149.6231

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

3.7 Fine Grading - 2016

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					2.6513	0.0000	2.6513	0.2863	0.0000	0.2863			0.0000			0.0000
Off-Road	5.4615	68.0743	37.2088	0.0617		2.7226	2.7226		2.5048	2.5048		6,409.3914	6,409.3914	1.9333		6,449.9907
Total	5.4615	68.0743	37.2088	0.0617	2.6513	2.7226	5.3739	0.2863	2.5048	2.7911		6,409.3914	6,409.3914	1.9333		6,449.9907

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	0.0337	0.3500	0.4067	8.8000e-004	0.0250	5.4700e-003	0.0304	7.1000e-003	5.0300e-003	0.0121		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0757	0.0953	1.1793	2.4700e-003	0.1900	1.8000e-003	0.1918	0.0504	1.6500e-003	0.0521		208.9336	208.9336	0.0114		209.1725
Total	0.1094	0.4453	1.5860	3.3500e-003	0.2150	7.2700e-003	0.2222	0.0575	6.6800e-003	0.0642		297.0219	297.0219	0.0120		297.2743

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	lb/day										lb/day						
Fugitive Dust					1.1334	0.0000	1.1334	0.1224	0.0000	0.1224			0.0000				0.0000
Off-Road	5.4615	68.0743	37.2088	0.0617		2.7226	2.7226		2.5048	2.5048	0.0000	6,409.3914	6,409.3914	1.9333			6,449.9907
Total	5.4615	68.0743	37.2088	0.0617	1.1334	2.7226	3.8561	0.1224	2.5048	2.6272	0.0000	6,409.3914	6,409.3914	1.9333			6,449.9907

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	0.0337	0.3500	0.4067	8.8000e-004	0.0233	5.4700e-003	0.0288	6.6900e-003	5.0300e-003	0.0117		88.0883	88.0883	6.5000e-004			88.1018
Worker	0.0757	0.0953	1.1793	2.4700e-003	0.1752	1.8000e-003	0.1770	0.0467	1.6500e-003	0.0484		208.9336	208.9336	0.0114			209.1725
Total	0.1094	0.4453	1.5860	3.3500e-003	0.1985	7.2700e-003	0.2057	0.0534	6.6800e-003	0.0601		297.0219	297.0219	0.0120			297.2743

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

3.8 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6355	6.0739	4.5019	5.8100e-003		0.4677	0.4677		0.4302	0.4302		603.9751	603.9751	0.1822		607.8009
Total	0.6355	6.0739	4.5019	5.8100e-003		0.4677	0.4677		0.4302	0.4302		603.9751	603.9751	0.1822		607.8009

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	0.1180	1.2251	1.4234	3.0800e-003	0.0873	0.0192	0.1065	0.0248	0.0176	0.0425		308.3089	308.3089	2.2600e-003		308.3564
Worker	0.1693	0.2130	2.6361	5.5300e-003	0.4248	4.0200e-003	0.4288	0.1127	3.6900e-003	0.1163		467.0281	467.0281	0.0254		467.5620
Total	0.2872	1.4381	4.0594	8.6100e-003	0.5121	0.0232	0.5352	0.1375	0.0213	0.1588		775.3370	775.3370	0.0277		775.9184

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6355	6.0739	4.5019	5.8100e-003		0.4677	0.4677		0.4302	0.4302	0.0000	603.9751	603.9751	0.1822		607.8009
Total	0.6355	6.0739	4.5019	5.8100e-003		0.4677	0.4677		0.4302	0.4302	0.0000	603.9751	603.9751	0.1822		607.8009

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	0.1180	1.2251	1.4234	3.0800e-003	0.0816	0.0192	0.1007	0.0234	0.0176	0.0410		308.3089	308.3089	2.2600e-003		308.3564
Worker	0.1693	0.2130	2.6361	5.5300e-003	0.3915	4.0200e-003	0.3955	0.1045	3.6900e-003	0.1082		467.0281	467.0281	0.0254		467.5620
Total	0.2872	1.4381	4.0594	8.6100e-003	0.4731	0.0232	0.4962	0.1279	0.0213	0.1492		775.3370	775.3370	0.0277		775.9184

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

3.9 Building Construction Concrete Haul - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

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	0.1761	2.8032	1.9893	7.4700e-003	0.1741	0.0415	0.2157	0.0477	0.0382	0.0859		752.6844	752.6844	5.5700e-003		752.8013
Vendor	0.0843	0.8751	1.0167	2.2000e-003	0.0624	0.0137	0.0760	0.0177	0.0126	0.0303		220.2206	220.2206	1.6200e-003		220.2546
Worker	0.1114	0.1401	1.7342	3.6300e-003	0.2794	2.6400e-003	0.2821	0.0741	2.4300e-003	0.0765		307.2553	307.2553	0.0167		307.6066
Total	0.3717	3.8184	4.7402	0.0133	0.5159	0.0578	0.5738	0.1395	0.0532	0.1927		1,280.1603	1,280.1603	0.0239		1,280.6624

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000

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	0.1761	2.8032	1.9893	7.4700e-003	0.1622	0.0415	0.2038	0.0448	0.0382	0.0829		752.6844	752.6844	5.5700e-003		752.8013
Vendor	0.0843	0.8751	1.0167	2.2000e-003	0.0583	0.0137	0.0719	0.0167	0.0126	0.0293		220.2206	220.2206	1.6200e-003		220.2546
Worker	0.1114	0.1401	1.7342	3.6300e-003	0.2576	2.6400e-003	0.2602	0.0687	2.4300e-003	0.0712		307.2553	307.2553	0.0167		307.6066
Total	0.3717	3.8184	4.7402	0.0133	0.4781	0.0578	0.5359	0.1302	0.0532	0.1834		1,280.1603	1,280.1603	0.0239		1,280.6624

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

3.10 Architectural Coating - 2016

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	14.0596					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0679	1.1163	1.3126	2.0000e-003		0.0459	0.0459		0.0422	0.0422		207.5769	207.5769	0.0626		208.8918
Total	14.1275	1.1163	1.3126	2.0000e-003		0.0459	0.0459		0.0422	0.0422		207.5769	207.5769	0.0626		208.8918

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	0.0401	0.0505	0.6243	1.3100e-003	0.1006	9.5000e-004	0.1016	0.0267	8.7000e-004	0.0276		110.6119	110.6119	6.0200e-003		110.7384
Total	0.0401	0.0505	0.6243	1.3100e-003	0.1006	9.5000e-004	0.1016	0.0267	8.7000e-004	0.0276		110.6119	110.6119	6.0200e-003		110.7384

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

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	14.0596					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0679	1.1163	1.3126	2.0000e-003		0.0459	0.0459		0.0422	0.0422	0.0000	207.5769	207.5769	0.0626		208.8918
Total	14.1275	1.1163	1.3126	2.0000e-003		0.0459	0.0459		0.0422	0.0422	0.0000	207.5769	207.5769	0.0626		208.8918

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	0.0401	0.0505	0.6243	1.3100e-003	0.0927	9.5000e-004	0.0937	0.0248	8.7000e-004	0.0256		110.6119	110.6119	6.0200e-003		110.7384
Total	0.0401	0.0505	0.6243	1.3100e-003	0.0927	9.5000e-004	0.0937	0.0248	8.7000e-004	0.0256		110.6119	110.6119	6.0200e-003		110.7384

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

3.11 Asphalt Paving - 2016

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	1.7315	15.0775	8.4003	0.0140		0.8667	0.8667		0.7974	0.7974		1,457.4453	1,457.4453	0.4396		1,466.6773
Paving	0.8515					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.5830	15.0775	8.4003	0.0140		0.8667	0.8667		0.7974	0.7974		1,457.4453	1,457.4453	0.4396		1,466.6773

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	0.0843	0.8751	1.0167	2.2000e-003	0.0624	0.0137	0.0760	0.0177	0.0126	0.0303		220.2206	220.2206	1.6200e-003		220.2546
Worker	0.0802	0.1009	1.2487	2.6200e-003	0.2012	1.9000e-003	0.2031	0.0534	1.7500e-003	0.0551		221.2238	221.2238	0.0120		221.4767
Total	0.1644	0.9760	2.2653	4.8200e-003	0.2636	0.0156	0.2791	0.0711	0.0143	0.0854		441.4444	441.4444	0.0137		441.7313

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

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	1.7315	15.0775	8.4003	0.0140		0.8667	0.8667		0.7974	0.7974	0.0000	1,457.4453	1,457.4453	0.4396		1,466.6773
Paving	0.8515					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.5830	15.0775	8.4003	0.0140		0.8667	0.8667		0.7974	0.7974	0.0000	1,457.4453	1,457.4453	0.4396		1,466.6773

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	0.0843	0.8751	1.0167	2.2000e-003	0.0583	0.0137	0.0719	0.0167	0.0126	0.0293		220.2206	220.2206	1.6200e-003		220.2546
Worker	0.0802	0.1009	1.2487	2.6200e-003	0.1855	1.9000e-003	0.1874	0.0495	1.7500e-003	0.0512		221.2238	221.2238	0.0120		221.4767
Total	0.1644	0.9760	2.2653	4.8200e-003	0.2437	0.0156	0.2593	0.0662	0.0143	0.0806		441.4444	441.4444	0.0137		441.7313

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

3.12 Finishing/Landscaping - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Paving	0.1548					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.1548	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

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	0.0223	0.0280	0.3469	7.3000e-004	0.0559	5.3000e-004	0.0564	0.0148	4.9000e-004	0.0153		61.4511	61.4511	3.3500e-003		61.5213
Total	0.0223	0.0280	0.3469	7.3000e-004	0.0559	5.3000e-004	0.0564	0.0148	4.9000e-004	0.0153		61.4511	61.4511	3.3500e-003		61.5213

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Summer

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Paving	0.1548					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.1548	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000

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	0.0223	0.0280	0.3469	7.3000e-004	0.0515	5.3000e-004	0.0520	0.0138	4.9000e-004	0.0142		61.4511	61.4511	3.3500e-003		61.5213
Total	0.0223	0.0280	0.3469	7.3000e-004	0.0515	5.3000e-004	0.0520	0.0138	4.9000e-004	0.0142		61.4511	61.4511	3.3500e-003		61.5213

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	36.16	1000sqft	0.83	36,161.00	0
Other Asphalt Surfaces	0.11	Acre	0.11	0.00	0
Other Non-Asphalt Surfaces	0.22	Acre	0.22	0.00	0
Parking Lot	0.54	Acre	0.54	23,468.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9	Operational Year	2016		
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - 0 Land Use Square Feet to exclude striping
- Construction Phase - Based on construction information provided by the Applicant.
- Off-road Equipment - Based on equipment mix provided by the Applicant.
- Off-road Equipment - Based on equipment mix provided by the Applicant.
- Off-road Equipment - Based on equipment mix provided by the Applicant.
- Off-road Equipment - Placeholder only.
- Off-road Equipment - Based on equipment mix provided by the Applicant.

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Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Placeholder only.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Trips and VMT - Water truck and dump truck emissions accounted for in the vendor trips assigned. Worker trips = default + provided.

Grading -

Architectural Coating - Based on information provided by the Applicant.

Vehicle Trips - Based on the SCAG 2012 RTP model for model year 2020 provided by Iteris.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Area Coating - Based on information provided by the Applicant.

Water And Wastewater - City of Los Angeles 2006.

Solid Waste - CalRecycle 2009.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 & 1186

Energy Mitigation - 2016 Building and Energy Efficiency Standards.

Water Mitigation -

Operational Off-Road Equipment - Based on Raymond Handling Solutions fleet estimate.

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Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	18,433.00	16,805.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	228
tblAreaCoating	Area_Nonresidential_Interior	55298	22119
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	228	250
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstructionPhase	NumDays	10.00	21.00
tblConstructionPhase	NumDays	200.00	87.00
tblConstructionPhase	NumDays	200.00	14.00
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	4.00	11.00
tblConstructionPhase	NumDays	4.00	5.00
tblConstructionPhase	NumDays	4.00	6.00
tblConstructionPhase	NumDays	10.00	2.00
tblConstructionPhase	NumDays	10.00	11.00
tblConstructionPhase	NumDays	2.00	6.00
tblConstructionPhase	PhaseEndDate	4/18/2016	7/28/2016
tblConstructionPhase	PhaseEndDate	7/19/2016	3/18/2016
tblConstructionPhase	PhaseEndDate	1/8/2016	1/9/2016
tblConstructionPhase	PhaseEndDate	2/9/2016	1/25/2016
tblConstructionPhase	PhaseEndDate	2/22/2016	2/21/2016
tblConstructionPhase	PhaseStartDate	3/19/2016	6/30/2016
tblConstructionPhase	PhaseStartDate	6/30/2016	3/1/2016
tblConstructionPhase	PhaseStartDate	2/3/2016	1/19/2016
tblConstructionPhase	PhaseStartDate	1/10/2016	1/11/2016

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tblConstructionPhase	PhaseStartDate	1/26/2016	1/24/2016
tblGrading	MaterialImported	0.00	3,850.00
tblLandUse	LandUseSquareFeet	36,160.00	36,161.00
tblLandUse	LandUseSquareFeet	4,791.60	0.00
tblLandUse	LandUseSquareFeet	9,583.20	0.00
tblLandUse	LandUseSquareFeet	23,522.40	23,468.00
tblOffRoadEquipment	HorsePower	174.00	179.00
tblOffRoadEquipment	HorsePower	80.00	49.00
tblOffRoadEquipment	HorsePower	80.00	36.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	110.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	HorsePower	62.00	75.00
tblOffRoadEquipment	HorsePower	162.00	153.00
tblOffRoadEquipment	HorsePower	174.00	179.00
tblOffRoadEquipment	HorsePower	171.00	215.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	361.00	407.00
tblOffRoadEquipment	HorsePower	361.00	407.00
tblOffRoadEquipment	HorsePower	361.00	407.00

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tblOffRoadEquipment	HorsePower	97.00	88.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	12.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2016
tblSolidWaste	SolidWasteGenerationRate	33.99	84.00
tblTripsAndVMT	HaulingTripLength	20.00	19.00
tblTripsAndVMT	HaulingTripNumber	481.00	550.00
tblTripsAndVMT	HaulingTripNumber	0.00	140.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	10.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	10.00	14.00
tblTripsAndVMT	WorkerTripNumber	8.00	12.00
tblTripsAndVMT	WorkerTripNumber	13.00	18.00

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tblTripsAndVMT	WorkerTripNumber	0.00	5.00
tblTripsAndVMT	WorkerTripNumber	13.00	17.00
tblTripsAndVMT	WorkerTripNumber	15.00	18.00
tblTripsAndVMT	WorkerTripNumber	3.00	5.00
tblTripsAndVMT	WorkerTripNumber	15.00	17.00
tblTripsAndVMT	WorkerTripNumber	25.00	38.00
tblTripsAndVMT	WorkerTripNumber	5.00	9.00
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	MCY	3.6910e-003	3.8290e-003
tblVehicleEF	MCY	3.6910e-003	3.8290e-003

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tblVehicleEF	MCY	3.6910e-003	3.8290e-003
tblVehicleEF	MDV	0.13	0.05
tblVehicleEF	MDV	0.13	0.05
tblVehicleEF	MDV	0.13	0.05
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleTrips	CC_TL	8.40	14.91
tblVehicleTrips	CNW_TL	6.90	14.91
tblVehicleTrips	CW_TL	16.60	14.91
tblVehicleTrips	ST_TR	2.59	3.56
tblVehicleTrips	SU_TR	2.59	3.56
tblVehicleTrips	WD_TR	2.59	3.56
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00

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tblWater	IndoorWaterUseRate	8,362,000.00	538,948.00
tblWater	OutdoorWaterUseRate	0.00	53,895.00
tblWater	SepticTankPercent	10.33	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					
2016	0.2686	1.2777	1.0038	1.7600e-003	0.0613	0.0584	0.1197	0.0123	0.0537	0.0661	0.0000	159.2717	159.2717	0.0309	0.0000	159.9207
Total	0.2686	1.2777	1.0038	1.7600e-003	0.0613	0.0584	0.1197	0.0123	0.0537	0.0661	0.0000	159.2717	159.2717	0.0309	0.0000	159.9207

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3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/4/2016	1/9/2016	5	5	
2	Site Preparation	Site Preparation	1/11/2016	1/18/2016	5	6	
3	Rough Grading	Grading	1/19/2016	2/2/2016	5	11	
4	Rough Grading Soil Haul	Grading	1/19/2016	1/25/2016	5	5	
5	Utility Trenching	Trenching	1/24/2016	2/21/2016	5	20	
6	Fine Grading	Grading	2/22/2016	2/29/2016	5	6	
7	Building Construction	Building Construction	3/1/2016	6/29/2016	5	87	
8	Building Construction Concrete Haul	Building Construction	3/1/2016	3/18/2016	5	14	
9	Architectural Coating	Architectural Coating	6/30/2016	7/28/2016	5	21	
10	Asphalt Paving	Paving	7/29/2016	8/1/2016	5	2	
11	Finishing/Landscaping	Paving	8/2/2016	8/16/2016	5	11	

Acres of Grading (Site Preparation Phase): 12

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 55,298; Non-Residential Outdoor: 16,805 (Architectural Coating –

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OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Other Construction Equipment	1	8.00	215	0.42
Demolition	Rubber Tired Dozers	0	8.00	255	0.40
Demolition	Rubber Tired Loaders	1	8.00	318	0.36
Demolition	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Site Preparation	Graders	0	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	0	7.00	255	0.40
Site Preparation	Rubber Tired Loaders	2	8.00	318	0.36
Site Preparation	Scrapers	2	8.00	407	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Rough Grading	Excavators	1	8.00	153	0.38
Rough Grading	Graders	0	6.00	174	0.41
Rough Grading	Rubber Tired Dozers	0	6.00	255	0.40
Rough Grading	Rubber Tired Loaders	2	8.00	318	0.36
Rough Grading	Scrapers	2	8.00	407	0.48
Rough Grading	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Rough Grading Soil Haul	Graders	0	6.00	174	0.41
Rough Grading Soil Haul	Rubber Tired Dozers	0	6.00	255	0.40
Rough Grading Soil Haul	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Utility Trenching	Tractors/Loaders/Backhoes	1	8.00	88	0.37
Fine Grading	Graders	1	8.00	179	0.41
Fine Grading	Rubber Tired Dozers	0	6.00	255	0.40
Fine Grading	Rubber Tired Loaders	2	8.00	318	0.36
Fine Grading	Scrapers	2	8.00	407	0.48
Fine Grading	Tractors/Loaders/Backhoes	1	8.00	71	0.37

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Building Construction	Cranes	0	6.00	226	0.29
Building Construction	Forklifts	0	6.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	8.00	71	0.37
Building Construction	Tractors/Loaders/Backhoes	1	8.00	110	0.37
Building Construction	Welders	0	8.00	46	0.45
Building Construction Concrete Haul	Cranes	0	6.00	226	0.29
Building Construction Concrete Haul	Forklifts	0	6.00	89	0.20
Building Construction Concrete Haul	Generator Sets	0	8.00	84	0.74
Building Construction Concrete Haul	Tractors/Loaders/Backhoes	0	6.00	97	0.37
Building Construction Concrete Haul	Welders	0	8.00	46	0.45
Architectural Coating	Aerial Lifts	1	8.00	75	0.31
Architectural Coating	Air Compressors	0	6.00	78	0.48
Asphalt Paving	Cement and Mortar Mixers	0	6.00	9	0.56
Asphalt Paving	Graders	1	8.00	179	0.41
Asphalt Paving	Pavers	0	6.00	125	0.42
Asphalt Paving	Paving Equipment	0	8.00	130	0.36
Asphalt Paving	Rollers	1	8.00	49	0.38
Asphalt Paving	Rollers	1	8.00	36	0.38
Asphalt Paving	Tractors/Loaders/Backhoes	2	8.00	71	0.37
Finishing/Landscaping	Cement and Mortar Mixers	0	6.00	9	0.56
Finishing/Landscaping	Pavers	0	6.00	125	0.42
Finishing/Landscaping	Paving Equipment	0	8.00	130	0.36
Finishing/Landscaping	Rollers	0	7.00	80	0.38
Finishing/Landscaping	Tractors/Loaders/Backhoes	0	8.00	97	0.37

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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class	
Demolition		3	12.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation		5	17.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Rough Grading		6	18.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Rough Grading Soil Haul		0	0.00	0.00	550.00	14.70	6.90	19.00	LD_Mix	HDT_Mix	HHDT
Utility Trenching		1	5.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Fine Grading		6	17.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction		2	38.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction Concrete Haul		0	25.00	10.00	140.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating		1	9.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Asphalt Paving		5	18.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Finishing/Landscaping		0	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

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3.2 Demolition - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.6000e-003	0.0293	0.0153	3.0000e-005		1.3400e-003	1.3400e-003		1.2300e-003	1.2300e-003	0.0000	2.8289	2.8289	8.5000e-004	0.0000	2.8468
Total	2.6000e-003	0.0293	0.0153	3.0000e-005		1.3400e-003	1.3400e-003		1.2300e-003	1.2300e-003	0.0000	2.8289	2.8289	8.5000e-004	0.0000	2.8468

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	9.0000e-005	9.1000e-004	1.1900e-003	0.0000	6.0000e-005	1.0000e-005	8.0000e-005	2.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.1991	0.1991	0.0000	0.0000	0.1991
Worker	1.3000e-004	1.9000e-004	2.0000e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.3208	0.3208	2.0000e-005	0.0000	0.3212
Total	2.2000e-004	1.1000e-003	3.1900e-003	0.0000	3.9000e-004	1.0000e-005	4.1000e-004	1.1000e-004	1.0000e-005	1.2000e-004	0.0000	0.5199	0.5199	2.0000e-005	0.0000	0.5203

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.6000e-003	0.0293	0.0153	3.0000e-005		1.3400e-003	1.3400e-003		1.2300e-003	1.2300e-003	0.0000	2.8289	2.8289	8.5000e-004	0.0000	2.8468
Total	2.6000e-003	0.0293	0.0153	3.0000e-005		1.3400e-003	1.3400e-003		1.2300e-003	1.2300e-003	0.0000	2.8289	2.8289	8.5000e-004	0.0000	2.8468

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	9.0000e-005	9.1000e-004	1.1900e-003	0.0000	6.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.1991	0.1991	0.0000	0.0000	0.1991
Worker	1.3000e-004	1.9000e-004	2.0000e-003	0.0000	3.0000e-004	0.0000	3.1000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.3208	0.3208	2.0000e-005	0.0000	0.3212
Total	2.2000e-004	1.1000e-003	3.1900e-003	0.0000	3.6000e-004	1.0000e-005	3.8000e-004	1.0000e-004	1.0000e-005	1.1000e-004	0.0000	0.5199	0.5199	2.0000e-005	0.0000	0.5203

Capitol Industrial Building (Mitigation A)

Los Angeles-South Coast County, Annual

3.3 Site Preparation - 2016

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					6.3600e-003	0.0000	6.3600e-003	6.9000e-004	0.0000	6.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0148	0.1822	0.1060	1.7000e-004		7.4500e-003	7.4500e-003		6.8600e-003	6.8600e-003	0.0000	15.6409	15.6409	4.7200e-003	0.0000	15.7400
Total	0.0148	0.1822	0.1060	1.7000e-004	6.3600e-003	7.4500e-003	0.0138	6.9000e-004	6.8600e-003	7.5500e-003	0.0000	15.6409	15.6409	4.7200e-003	0.0000	15.7400

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1000e-004	1.1000e-003	1.4300e-003	0.0000	7.0000e-005	2.0000e-005	9.0000e-005	2.0000e-005	2.0000e-005	4.0000e-005	0.0000	0.2389	0.2389	0.0000	0.0000	0.2389
Worker	2.2000e-004	3.3000e-004	3.3900e-003	1.0000e-005	5.6000e-004	1.0000e-005	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5453	0.5453	3.0000e-005	0.0000	0.5460
Total	3.3000e-004	1.4300e-003	4.8200e-003	1.0000e-005	6.3000e-004	3.0000e-005	6.5000e-004	1.7000e-004	2.0000e-005	1.9000e-004	0.0000	0.7842	0.7842	3.0000e-005	0.0000	0.7849

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Annual

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					2.7200e-003	0.0000	2.7200e-003	2.9000e-004	0.0000	2.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0148	0.1822	0.1060	1.7000e-004		7.4500e-003	7.4500e-003		6.8600e-003	6.8600e-003	0.0000	15.6409	15.6409	4.7200e-003	0.0000	15.7400
Total	0.0148	0.1822	0.1060	1.7000e-004	2.7200e-003	7.4500e-003	0.0102	2.9000e-004	6.8600e-003	7.1500e-003	0.0000	15.6409	15.6409	4.7200e-003	0.0000	15.7400

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1000e-004	1.1000e-003	1.4300e-003	0.0000	7.0000e-005	2.0000e-005	9.0000e-005	2.0000e-005	2.0000e-005	3.0000e-005	0.0000	0.2389	0.2389	0.0000	0.0000	0.2389
Worker	2.2000e-004	3.3000e-004	3.3900e-003	1.0000e-005	5.2000e-004	1.0000e-005	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.5453	0.5453	3.0000e-005	0.0000	0.5460
Total	3.3000e-004	1.4300e-003	4.8200e-003	1.0000e-005	5.9000e-004	3.0000e-005	6.1000e-004	1.6000e-004	2.0000e-005	1.7000e-004	0.0000	0.7842	0.7842	3.0000e-005	0.0000	0.7849

Capitol Industrial Building (Mitigation A)

Los Angeles-South Coast County, Annual

3.4 Rough Grading - 2016

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					0.0117	0.0000	0.0117	1.2600e-003	0.0000	1.2600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0292	0.3571	0.2121	3.3000e-004		0.0148	0.0148		0.0136	0.0136	0.0000	31.2665	31.2665	9.4300e-003	0.0000	31.4645
Total	0.0292	0.3571	0.2121	3.3000e-004	0.0117	0.0148	0.0265	1.2600e-003	0.0136	0.0149	0.0000	31.2665	31.2665	9.4300e-003	0.0000	31.4645

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	2.0000e-004	2.0100e-003	2.6100e-003	0.0000	1.3000e-004	3.0000e-005	1.7000e-004	4.0000e-005	3.0000e-005	7.0000e-005	0.0000	0.4380	0.4380	0.0000	0.0000	0.4381
Worker	4.3000e-004	6.3000e-004	6.5800e-003	1.0000e-005	1.0800e-003	1.0000e-005	1.1000e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	1.0586	1.0586	6.0000e-005	0.0000	1.0599
Total	6.3000e-004	2.6400e-003	9.1900e-003	1.0000e-005	1.2100e-003	4.0000e-005	1.2700e-003	3.3000e-004	4.0000e-005	3.7000e-004	0.0000	1.4966	1.4966	6.0000e-005	0.0000	1.4979

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.9900e-003	0.0000	4.9900e-003	5.4000e-004	0.0000	5.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0292	0.3571	0.2121	3.3000e-004		0.0148	0.0148		0.0136	0.0136	0.0000	31.2664	31.2664	9.4300e-003	0.0000	31.4645
Total	0.0292	0.3571	0.2121	3.3000e-004	4.9900e-003	0.0148	0.0198	5.4000e-004	0.0136	0.0142	0.0000	31.2664	31.2664	9.4300e-003	0.0000	31.4645

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-004	2.0100e-003	2.6100e-003	0.0000	1.3000e-004	3.0000e-005	1.6000e-004	4.0000e-005	3.0000e-005	6.0000e-005	0.0000	0.4380	0.4380	0.0000	0.0000	0.4381
Worker	4.3000e-004	6.3000e-004	6.5800e-003	1.0000e-005	1.0000e-003	1.0000e-005	1.0100e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	1.0586	1.0586	6.0000e-005	0.0000	1.0599
Total	6.3000e-004	2.6400e-003	9.1900e-003	1.0000e-005	1.1300e-003	4.0000e-005	1.1700e-003	3.1000e-004	4.0000e-005	3.4000e-004	0.0000	1.4966	1.4966	6.0000e-005	0.0000	1.4979

Capitol Industrial Building (Mitigation A)
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3.5 Rough Grading Soil Haul - 2016

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					2.2000e-004	0.0000	2.2000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	2.2000e-004	0.0000	2.2000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.8800e-003	0.0774	0.0604	2.0000e-004	4.4700e-003	1.0900e-003	5.5600e-003	1.2300e-003	1.0000e-003	2.2300e-003	0.0000	17.8430	17.8430	1.3000e-004	0.0000	17.8457
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.8800e-003	0.0774	0.0604	2.0000e-004	4.4700e-003	1.0900e-003	5.5600e-003	1.2300e-003	1.0000e-003	2.2300e-003	0.0000	17.8430	17.8430	1.3000e-004	0.0000	17.8457

Capitol Industrial Building (Mitigation A)
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.0000e-005	0.0000	9.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	9.0000e-005	0.0000	9.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.8800e-003	0.0774	0.0604	2.0000e-004	4.1700e-003	1.0900e-003	5.2500e-003	1.1500e-003	1.0000e-003	2.1500e-003	0.0000	17.8430	17.8430	1.3000e-004	0.0000	17.8457
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.8800e-003	0.0774	0.0604	2.0000e-004	4.1700e-003	1.0900e-003	5.2500e-003	1.1500e-003	1.0000e-003	2.1500e-003	0.0000	17.8430	17.8430	1.3000e-004	0.0000	17.8457

Capitol Industrial Building (Mitigation A)
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3.6 Utility Trenching - 2016

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	3.0900e-003	0.0295	0.0219	3.0000e-005		2.2700e-003	2.2700e-003		2.0900e-003	2.0900e-003	0.0000	2.6639	2.6639	8.0000e-004	0.0000	2.6808
Total	3.0900e-003	0.0295	0.0219	3.0000e-005		2.2700e-003	2.2700e-003		2.0900e-003	2.0900e-003	0.0000	2.6639	2.6639	8.0000e-004	0.0000	2.6808

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6000e-004	3.6600e-003	4.7500e-003	1.0000e-005	2.5000e-004	5.0000e-005	3.0000e-004	7.0000e-005	5.0000e-005	1.2000e-004	0.0000	0.7963	0.7963	1.0000e-005	0.0000	0.7965
Worker	2.2000e-004	3.2000e-004	3.3300e-003	1.0000e-005	5.5000e-004	1.0000e-005	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5346	0.5346	3.0000e-005	0.0000	0.5353
Total	5.8000e-004	3.9800e-003	8.0800e-003	2.0000e-005	8.0000e-004	6.0000e-005	8.5000e-004	2.2000e-004	5.0000e-005	2.7000e-004	0.0000	1.3310	1.3310	4.0000e-005	0.0000	1.3317

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.0900e-003	0.0295	0.0219	3.0000e-005		2.2700e-003	2.2700e-003		2.0900e-003	2.0900e-003	0.0000	2.6639	2.6639	8.0000e-004	0.0000	2.6808
Total	3.0900e-003	0.0295	0.0219	3.0000e-005		2.2700e-003	2.2700e-003		2.0900e-003	2.0900e-003	0.0000	2.6639	2.6639	8.0000e-004	0.0000	2.6808

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6000e-004	3.6600e-003	4.7500e-003	1.0000e-005	2.3000e-004	5.0000e-005	2.8000e-004	7.0000e-005	5.0000e-005	1.2000e-004	0.0000	0.7963	0.7963	1.0000e-005	0.0000	0.7965
Worker	2.2000e-004	3.2000e-004	3.3300e-003	1.0000e-005	5.1000e-004	1.0000e-005	5.1000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.5346	0.5346	3.0000e-005	0.0000	0.5353
Total	5.8000e-004	3.9800e-003	8.0800e-003	2.0000e-005	7.4000e-004	6.0000e-005	7.9000e-004	2.1000e-004	5.0000e-005	2.6000e-004	0.0000	1.3310	1.3310	4.0000e-005	0.0000	1.3317

Capitol Industrial Building (Mitigation A)
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3.7 Fine Grading - 2016

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					7.9500e-003	0.0000	7.9500e-003	8.6000e-004	0.0000	8.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0164	0.2042	0.1116	1.9000e-004		8.1700e-003	8.1700e-003		7.5100e-003	7.5100e-003	0.0000	17.4435	17.4435	5.2600e-003	0.0000	17.5540
Total	0.0164	0.2042	0.1116	1.9000e-004	7.9500e-003	8.1700e-003	0.0161	8.6000e-004	7.5100e-003	8.3700e-003	0.0000	17.4435	17.4435	5.2600e-003	0.0000	17.5540

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1000e-004	1.1000e-003	1.4300e-003	0.0000	7.0000e-005	2.0000e-005	9.0000e-005	2.0000e-005	2.0000e-005	4.0000e-005	0.0000	0.2389	0.2389	0.0000	0.0000	0.2389
Worker	2.2000e-004	3.3000e-004	3.3900e-003	1.0000e-005	5.6000e-004	1.0000e-005	5.6000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5453	0.5453	3.0000e-005	0.0000	0.5460
Total	3.3000e-004	1.4300e-003	4.8200e-003	1.0000e-005	6.3000e-004	3.0000e-005	6.5000e-004	1.7000e-004	2.0000e-005	1.9000e-004	0.0000	0.7842	0.7842	3.0000e-005	0.0000	0.7849

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.4000e-003	0.0000	3.4000e-003	3.7000e-004	0.0000	3.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0164	0.2042	0.1116	1.9000e-004		8.1700e-003	8.1700e-003		7.5100e-003	7.5100e-003	0.0000	17.4435	17.4435	5.2600e-003	0.0000	17.5540
Total	0.0164	0.2042	0.1116	1.9000e-004	3.4000e-003	8.1700e-003	0.0116	3.7000e-004	7.5100e-003	7.8800e-003	0.0000	17.4435	17.4435	5.2600e-003	0.0000	17.5540

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1000e-004	1.1000e-003	1.4300e-003	0.0000	7.0000e-005	2.0000e-005	9.0000e-005	2.0000e-005	2.0000e-005	3.0000e-005	0.0000	0.2389	0.2389	0.0000	0.0000	0.2389
Worker	2.2000e-004	3.3000e-004	3.3900e-003	1.0000e-005	5.2000e-004	1.0000e-005	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.5453	0.5453	3.0000e-005	0.0000	0.5460
Total	3.3000e-004	1.4300e-003	4.8200e-003	1.0000e-005	5.9000e-004	3.0000e-005	6.1000e-004	1.6000e-004	2.0000e-005	1.7000e-004	0.0000	0.7842	0.7842	3.0000e-005	0.0000	0.7849

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Annual

3.8 Building Construction - 2016

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	0.0276	0.2642	0.1958	2.5000e-004		0.0203	0.0203		0.0187	0.0187	0.0000	23.8344	23.8344	7.1900e-003	0.0000	23.9854
Total	0.0276	0.2642	0.1958	2.5000e-004		0.0203	0.0203		0.0187	0.0187	0.0000	23.8344	23.8344	7.1900e-003	0.0000	23.9854

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	5.4800e-003	0.0557	0.0724	1.3000e-004	3.7400e-003	8.4000e-004	4.5700e-003	1.0700e-003	7.7000e-004	1.8300e-003	0.0000	12.1242	12.1242	9.0000e-005	0.0000	12.1261
Worker	7.2200e-003	0.0106	0.1100	2.3000e-004	0.0181	1.7000e-004	0.0183	4.8100e-003	1.6000e-004	4.9700e-003	0.0000	17.6752	17.6752	1.0000e-003	0.0000	17.6963
Total	0.0127	0.0663	0.1823	3.6000e-004	0.0219	1.0100e-003	0.0229	5.8800e-003	9.3000e-004	6.8000e-003	0.0000	29.7994	29.7994	1.0900e-003	0.0000	29.8224

Capitol Industrial Building (Mitigation A)
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0276	0.2642	0.1958	2.5000e-004		0.0203	0.0203		0.0187	0.0187	0.0000	23.8344	23.8344	7.1900e-003	0.0000	23.9853
Total	0.0276	0.2642	0.1958	2.5000e-004		0.0203	0.0203		0.0187	0.0187	0.0000	23.8344	23.8344	7.1900e-003	0.0000	23.9853

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	5.4800e-003	0.0557	0.0724	1.3000e-004	3.4900e-003	8.4000e-004	4.3300e-003	1.0100e-003	7.7000e-004	1.7700e-003	0.0000	12.1242	12.1242	9.0000e-005	0.0000	12.1261
Worker	7.2200e-003	0.0106	0.1100	2.3000e-004	0.0167	1.7000e-004	0.0169	4.4600e-003	1.6000e-004	4.6200e-003	0.0000	17.6752	17.6752	1.0000e-003	0.0000	17.6963
Total	0.0127	0.0663	0.1823	3.6000e-004	0.0202	1.0100e-003	0.0212	5.4700e-003	9.3000e-004	6.3900e-003	0.0000	29.7994	29.7994	1.0900e-003	0.0000	29.8224

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Annual

3.9 Building Construction Concrete Haul - 2016

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000							

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.2800e-003	0.0207	0.0157	5.0000e-005	1.2000e-003	2.9000e-004	1.4900e-003	3.3000e-004	2.7000e-004	6.0000e-004	0.0000	4.7751	4.7751	4.0000e-005	0.0000	4.7758
Vendor	6.3000e-004	6.4000e-003	8.3200e-003	2.0000e-005	4.3000e-004	1.0000e-004	5.3000e-004	1.2000e-004	9.0000e-005	2.1000e-004	0.0000	1.3936	1.3936	1.0000e-005	0.0000	1.3938
Worker	7.6000e-004	1.1200e-003	0.0116	2.0000e-005	1.9200e-003	2.0000e-005	1.9400e-003	5.1000e-004	2.0000e-005	5.3000e-004	0.0000	1.8712	1.8712	1.1000e-004	0.0000	1.8735
Total	2.6700e-003	0.0282	0.0356	9.0000e-005	3.5500e-003	4.1000e-004	3.9600e-003	9.6000e-004	3.8000e-004	1.3400e-003	0.0000	8.0399	8.0399	1.6000e-004	0.0000	8.0431

Capitol Industrial Building (Mitigation A)
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Mitigated Construction On-Site

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

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.2800e-003	0.0207	0.0157	5.0000e-005	1.1200e-003	2.9000e-004	1.4100e-003	3.1000e-004	2.7000e-004	5.8000e-004	0.0000	4.7751	4.7751	4.0000e-005	0.0000	4.7758
Vendor	6.3000e-004	6.4000e-003	8.3200e-003	2.0000e-005	4.0000e-004	1.0000e-004	5.0000e-004	1.2000e-004	9.0000e-005	2.0000e-004	0.0000	1.3936	1.3936	1.0000e-005	0.0000	1.3938
Worker	7.6000e-004	1.1200e-003	0.0116	2.0000e-005	1.7700e-003	2.0000e-005	1.7900e-003	4.7000e-004	2.0000e-005	4.9000e-004	0.0000	1.8712	1.8712	1.1000e-004	0.0000	1.8735
Total	2.6700e-003	0.0282	0.0356	9.0000e-005	3.2900e-003	4.1000e-004	3.7000e-003	9.0000e-004	3.8000e-004	1.2700e-003	0.0000	8.0399	8.0399	1.6000e-004	0.0000	8.0431

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Annual

3.10 Architectural Coating - 2016
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	0.1476					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1000e-004	0.0117	0.0138	2.0000e-005		4.8000e-004	4.8000e-004		4.4000e-004	4.4000e-004	0.0000	1.9773	1.9773	6.0000e-004	0.0000	1.9898
Total	0.1483	0.0117	0.0138	2.0000e-005		4.8000e-004	4.8000e-004		4.4000e-004	4.4000e-004	0.0000	1.9773	1.9773	6.0000e-004	0.0000	1.9898

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	6.0000e-004	6.2900e-003	1.0000e-005	1.0400e-003	1.0000e-005	1.0500e-003	2.8000e-004	1.0000e-005	2.8000e-004	0.0000	1.0105	1.0105	6.0000e-005	0.0000	1.0117
Total	4.1000e-004	6.0000e-004	6.2900e-003	1.0000e-005	1.0400e-003	1.0000e-005	1.0500e-003	2.8000e-004	1.0000e-005	2.8000e-004	0.0000	1.0105	1.0105	6.0000e-005	0.0000	1.0117

Capitol Industrial Building (Mitigation A)
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1476					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1000e-004	0.0117	0.0138	2.0000e-005		4.8000e-004	4.8000e-004		4.4000e-004	4.4000e-004	0.0000	1.9773	1.9773	6.0000e-004	0.0000	1.9898
Total	0.1483	0.0117	0.0138	2.0000e-005		4.8000e-004	4.8000e-004		4.4000e-004	4.4000e-004	0.0000	1.9773	1.9773	6.0000e-004	0.0000	1.9898

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	6.0000e-004	6.2900e-003	1.0000e-005	9.5000e-004	1.0000e-005	9.6000e-004	2.6000e-004	1.0000e-005	2.6000e-004	0.0000	1.0105	1.0105	6.0000e-005	0.0000	1.0117
Total	4.1000e-004	6.0000e-004	6.2900e-003	1.0000e-005	9.5000e-004	1.0000e-005	9.6000e-004	2.6000e-004	1.0000e-005	2.6000e-004	0.0000	1.0105	1.0105	6.0000e-005	0.0000	1.0117

Capitol Industrial Building (Mitigation A)
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3.11 Asphalt Paving - 2016

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	1.7300e-003	0.0151	8.4000e-003	1.0000e-005		8.7000e-004	8.7000e-004		8.0000e-004	8.0000e-004	0.0000	1.3222	1.3222	4.0000e-004	0.0000	1.3306
Paving	8.5000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.5800e-003	0.0151	8.4000e-003	1.0000e-005		8.7000e-004	8.7000e-004		8.0000e-004	8.0000e-004	0.0000	1.3222	1.3222	4.0000e-004	0.0000	1.3306

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	9.0000e-005	9.1000e-004	1.1900e-003	0.0000	6.0000e-005	1.0000e-005	8.0000e-005	2.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.1991	0.1991	0.0000	0.0000	0.1991
Worker	8.0000e-005	1.1000e-004	1.2000e-003	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1925	0.1925	1.0000e-005	0.0000	0.1927
Total	1.7000e-004	1.0200e-003	2.3900e-003	0.0000	2.6000e-004	1.0000e-005	2.8000e-004	7.0000e-005	1.0000e-005	8.0000e-005	0.0000	0.3916	0.3916	1.0000e-005	0.0000	0.3918

Capitol Industrial Building (Mitigation A)
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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.7300e-003	0.0151	8.4000e-003	1.0000e-005		8.7000e-004	8.7000e-004		8.0000e-004	8.0000e-004	0.0000	1.3222	1.3222	4.0000e-004	0.0000	1.3306
Paving	8.5000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	2.5800e-003	0.0151	8.4000e-003	1.0000e-005		8.7000e-004	8.7000e-004		8.0000e-004	8.0000e-004	0.0000	1.3222	1.3222	4.0000e-004	0.0000	1.3306

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	9.0000e-005	9.1000e-004	1.1900e-003	0.0000	6.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	1.0000e-005	3.0000e-005	0.0000	0.1991	0.1991	0.0000	0.0000	0.1991
Worker	8.0000e-005	1.1000e-004	1.2000e-003	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1925	0.1925	1.0000e-005	0.0000	0.1927
Total	1.7000e-004	1.0200e-003	2.3900e-003	0.0000	2.4000e-004	1.0000e-005	2.5000e-004	7.0000e-005	1.0000e-005	8.0000e-005	0.0000	0.3916	0.3916	1.0000e-005	0.0000	0.3918

Capitol Industrial Building (Mitigation A)
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3.12 Finishing/Landscaping - 2016

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	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	8.5000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	8.5000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000							

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	1.2000e-004	1.8000e-004	1.8300e-003	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2941	0.2941	2.0000e-005	0.0000	0.2944
Total	1.2000e-004	1.8000e-004	1.8300e-003	0.0000	3.0000e-004	0.0000	3.0000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2941	0.2941	2.0000e-005	0.0000	0.2944

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	8.5000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	8.5000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000							

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	1.2000e-004	1.8000e-004	1.8300e-003	0.0000	2.8000e-004	0.0000	2.8000e-004	7.0000e-005	0.0000	8.0000e-005	0.0000	0.2941	0.2941	2.0000e-005	0.0000	0.2944
Total	1.2000e-004	1.8000e-004	1.8300e-003	0.0000	2.8000e-004	0.0000	2.8000e-004	7.0000e-005	0.0000	8.0000e-005	0.0000	0.2941	0.2941	2.0000e-005	0.0000	0.2944

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Mitigation Report

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Aerial Lifts	Diesel	No Change	0	1	No Change	0.00
Air Compressors	Diesel	No Change	0	0	No Change	0.00
Cement and Mortar Mixers	Diesel	No Change	0	0	No Change	0.00
Concrete/Industrial Saws	Diesel	No Change	0	0	No Change	0.00
Cranes	Diesel	No Change	0	0	No Change	0.00
Excavators	Diesel	No Change	0	1	No Change	0.00
Forklifts	Diesel	No Change	0	0	No Change	0.00
Generator Sets	Diesel	No Change	0	0	No Change	0.00
Graders	Diesel	No Change	0	2	No Change	0.00
Other Construction Equipment	Diesel	No Change	0	1	No Change	0.00
Pavers	Diesel	No Change	0	0	No Change	0.00
Paving Equipment	Diesel	No Change	0	0	No Change	0.00
Rollers	Diesel	No Change	0	2	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	0	No Change	0.00
Rubber Tired Loaders	Diesel	No Change	0	7	No Change	0.00
Scrapers	Diesel	No Change	0	6	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	No Change	0	9	No Change	0.00
Welders	Diesel	No Change	0	0	No Change	0.00

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Mitigation Report

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input	Mitigation Input	Mitigation Input	Mitigation Input		
No	Soil Stabilizer for unpaved Roads	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
Yes	Replace Ground Cover of Area Disturbed	PM10 Reduction	5.00	PM2.5 Reduction	5.00		
Yes	Water Exposed Area	PM10 Reduction	55.00	PM2.5 Reduction	55.00	Frequency (per day)	2.00
No	Unpaved Road Mitigation	Moisture Content %	0.00	Vehicle Speed (mph)	15.00		
Yes	Clean Paved Road	% PM Reduction	9.00				

Capitol Industrial Building (Mitigation A)
Los Angeles-South Coast County, Mitigation Report

Phase	Source	Unmitigated		Mitigated		Percent Reduction	
		PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Architectural Coating	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Architectural Coating	Roads	0.00	0.00	0.00	0.00	0.09	0.07
Asphalt Paving	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Paving	Roads	0.00	0.00	0.00	0.00	0.08	0.00
Building Construction	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction	Roads	0.02	0.01	0.02	0.01	0.08	0.07
Building Construction Concrete Haul	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Building Construction Concrete Haul	Roads	0.00	0.00	0.00	0.00	0.07	0.06
Demolition	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Demolition	Roads	0.00	0.00	0.00	0.00	0.08	0.09
Fine Grading	Fugitive Dust	0.01	0.00	0.00	0.00	0.57	0.57
Fine Grading	Roads	0.00	0.00	0.00	0.00	0.06	0.06
Finishing/Landscaping	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Finishing/Landscaping	Roads	0.00	0.00	0.00	0.00	0.07	0.13
Rough Grading	Fugitive Dust	0.01	0.00	0.00	0.00	0.57	0.57
Rough Grading	Roads	0.00	0.00	0.00	0.00	0.07	0.06
Rough Grading Soil Haul	Fugitive Dust	0.00	0.00	0.00	0.00	0.59	0.67
Rough Grading Soil Haul	Roads	0.00	0.00	0.00	0.00	0.07	0.07
Site Preparation	Fugitive Dust	0.01	0.00	0.00	0.00	0.57	0.58
Site Preparation	Roads	0.00	0.00	0.00	0.00	0.06	0.06
Utility Trenching	Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00
Utility Trenching	Roads	0.00	0.00	0.00	0.00	0.08	0.05

Capitol Industrial Building (Mitigation B) Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	36.16	1000sqft	0.83	36,161.00	0
Other Asphalt Surfaces	0.11	Acre	0.11	0.00	0
Other Non-Asphalt Surfaces	0.22	Acre	0.22	0.00	0
Parking Lot	0.54	Acre	0.54	23,468.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9	Operational Year	2016		
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 0 Land Use Square Feet to exclude striping

Construction Phase - Based on construction information provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Trips and VMT - Water truck and dump truck emissions accounted for in the vendor trips assigned. Worker trips = default + provided.

Grading -

Architectural Coating - Based on information provided by the Applicant.

Capitol Industrial Building (Mitigation B)
Los Angeles-South Coast County, Winter

Vehicle Trips - Based on the SCAG 2012 RTP model for model year 2020 provided by Iteris.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Area Coating - Based on information provided by the Applicant.

Water And Wastewater - City of Los Angeles 2006.

Solid Waste - CalRecycle 2009.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 & 1186

Energy Mitigation - 2016 Building and Energy Efficiency Standards.

Water Mitigation -

Operational Off-Road Equipment - Based on Raymond Handling Solutions fleet estimate.

Capitol Industrial Building (Mitigation B)
Los Angeles-South Coast County, Winter

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	228
tblAreaCoating	Area_Nonresidential_Interior	55298	22119
tblAreaMitigation	UseLowVOCPaintNonresidentialExterior	228	250
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	4.00	11.00
tblLandUse	LandUseSquareFeet	36,160.00	36,161.00
tblLandUse	LandUseSquareFeet	4,791.60	0.00
tblLandUse	LandUseSquareFeet	9,583.20	0.00
tblLandUse	LandUseSquareFeet	23,522.40	23,468.00
tblOffRoadEquipment	HorsePower	162.00	153.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	361.00	407.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	12.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00

Capitol Industrial Building (Mitigation B)
Los Angeles-South Coast County, Winter

tblProjectCharacteristics	OperationalYear	2014	2016
tblSolidWaste	SolidWasteGenerationRate	33.99	84.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	15.00	18.00
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	MCY	3.6910e-003	3.8290e-003
tblVehicleEF	MCY	3.6910e-003	3.8290e-003
tblVehicleEF	MCY	3.6910e-003	3.8290e-003
tblVehicleEF	MDV	0.13	0.05
tblVehicleEF	MDV	0.13	0.05

Capitol Industrial Building (Mitigation B)
Los Angeles-South Coast County, Winter

tblVehicleEF	MDV	0.13	0.05
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleTrips	CC_TL	8.40	14.91
tblVehicleTrips	CNW_TL	6.90	14.91
tblVehicleTrips	CW_TL	16.60	14.91
tblVehicleTrips	ST_TR	2.59	3.56
tblVehicleTrips	SU_TR	2.59	3.56
tblVehicleTrips	WD_TR	2.59	3.56
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	IndoorWaterUseRate	8,362,000.00	538,948.00
tblWater	OutdoorWaterUseRate	0.00	53,895.00
tblWater	SepticTankPercent	10.33	0.00

Capitol Industrial Building (Mitigation B)
Los Angeles-South Coast County, Winter

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					
2016	5.4332	65.3998	40.2257	0.0637	2.3471	2.6979	5.0450	0.2895	2.4820	2.7715	0.0000	6,562.5930	6,562.5930	1.9029	0.0000	6,602.5536
Total	5.4332	65.3998	40.2257	0.0637	2.3471	2.6979	5.0450	0.2895	2.4820	2.7715	0.0000	6,562.5930	6,562.5930	1.9029	0.0000	6,602.5536

Capitol Industrial Building (Mitigation B)
Los Angeles-South Coast County, Winter

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					
2016	0.8935	4.8484	31.2204	0.0637	1.1155	0.1068	1.2223	0.1541	0.1062	0.2603	0.0000	6,562.5930	6,562.5930	1.9029	0.0000	6,602.5536
Total	0.8935	4.8484	31.2204	0.0637	1.1155	0.1068	1.2223	0.1541	0.1062	0.2603	0.0000	6,562.5930	6,562.5930	1.9029	0.0000	6,602.5536

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	83.56	92.59	22.39	0.00	52.47	96.04	75.77	46.77	95.72	90.61	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	Rough Grading	Grading	1/19/2016	2/2/2016	5	11	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

Capitol Industrial Building (Mitigation B)
Los Angeles-South Coast County, Winter

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Rough Grading	Excavators	1	8.00	153	0.38
Rough Grading	Graders	0	6.00	174	0.41
Rough Grading	Rubber Tired Dozers	0	6.00	255	0.40
Rough Grading	Rubber Tired Loaders	2	8.00	318	0.36
Rough Grading	Scrapers	2	8.00	407	0.48
Rough Grading	Tractors/Loaders/Backhoes	1	8.00	71	0.37

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
Rough Grading	6	18.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

- Use Cleaner Engines for Construction Equipment
- Replace Ground Cover
- Water Exposed Area
- Reduce Vehicle Speed on Unpaved Roads
- Clean Paved Roads

Capitol Industrial Building (Mitigation B)
Los Angeles-South Coast County, Winter

3.2 Rough Grading - 2016

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					2.1210	0.0000	2.1210	0.2290	0.0000	0.2290			0.0000			0.0000
Off-Road	5.3126	64.9291	38.5581	0.0603		2.6904	2.6904		2.4752	2.4752		6,266.4306	6,266.4306	1.8902		6,306.1243
Total	5.3126	64.9291	38.5581	0.0603	2.1210	2.6904	4.8114	0.2290	2.4752	2.7042		6,266.4306	6,266.4306	1.8902		6,306.1243

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	0.0372	0.3588	0.4951	8.7000e-004	0.0250	5.5300e-003	0.0305	7.1000e-003	5.0900e-003	0.0122		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0834	0.1119	1.1725	2.4700e-003	0.2012	1.9000e-003	0.2031	0.0534	1.7500e-003	0.0551		208.8056	208.8056	0.0120		209.0585
Total	0.1206	0.4707	1.6676	3.3400e-003	0.2262	7.4300e-003	0.2336	0.0605	6.8400e-003	0.0673		296.1624	296.1624	0.0127		296.4293

Capitol Industrial Building (Mitigation B)
Los Angeles-South Coast County, Winter

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					0.9067	0.0000	0.9067	0.0979	0.0000	0.0979			0.0000			0.0000
Off-Road	0.7729	4.3777	29.5528	0.0603		0.0993	0.0993		0.0993	0.0993	0.0000	6,266.4306	6,266.4306	1.8902		6,306.1243
Total	0.7729	4.3777	29.5528	0.0603	0.9067	0.0993	1.0061	0.0979	0.0993	0.1973	0.0000	6,266.4306	6,266.4306	1.8902		6,306.1243

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	0.0372	0.3588	0.4951	8.7000e-004	0.0233	5.5300e-003	0.0288	6.6900e-003	5.0900e-003	0.0118		87.3568	87.3568	6.7000e-004		87.3708
Worker	0.0834	0.1119	1.1725	2.4700e-003	0.1855	1.9000e-003	0.1874	0.0495	1.7500e-003	0.0512		208.8056	208.8056	0.0120		209.0585
Total	0.1206	0.4707	1.6676	3.3400e-003	0.2088	7.4300e-003	0.2162	0.0562	6.8400e-003	0.0630		296.1624	296.1624	0.0127		296.4293

Capitol Industrial Building (Mitigation B)
Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	36.16	1000sqft	0.83	36,161.00	0
Other Asphalt Surfaces	0.11	Acre	0.11	0.00	0
Other Non-Asphalt Surfaces	0.22	Acre	0.22	0.00	0
Parking Lot	0.54	Acre	0.54	23,468.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9			Operational Year	2016
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 0 Land Use Square Feet to exclude striping

Construction Phase - Based on construction information provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Trips and VMT - Water truck and dump truck emissions accounted for in the vendor trips assigned. Worker trips = default + provided.

Grading -

Architectural Coating - Based on information provided by the Applicant.

Capitol Industrial Building (Mitigation B)

Los Angeles-South Coast County, Summer

Vehicle Trips - Based on the SCAG 2012 RTP model for model year 2020 provided by Iteris.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Area Coating - Based on information provided by the Applicant.

Water And Wastewater - City of Los Angeles 2006.

Solid Waste - CalRecycle 2009.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 & 1186

Energy Mitigation - 2016 Building and Energy Efficiency Standards.

Water Mitigation -

Operational Off-Road Equipment - Based on Raymond Handling Solutions fleet estimate.

Capitol Industrial Building (Mitigation B)
Los Angeles-South Coast County, Summer

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	228
tblAreaCoating	Area_Nonresidential_Interior	55298	22119
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	228	250
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	4.00	11.00
tblLandUse	LandUseSquareFeet	36,160.00	36,161.00
tblLandUse	LandUseSquareFeet	4,791.60	0.00
tblLandUse	LandUseSquareFeet	9,583.20	0.00
tblLandUse	LandUseSquareFeet	23,522.40	23,468.00
tblOffRoadEquipment	HorsePower	162.00	153.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	361.00	407.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	12.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00

Capitol Industrial Building (Mitigation B)
Los Angeles-South Coast County, Summer

tblProjectCharacteristics	OperationalYear	2014	2016
tblSolidWaste	SolidWasteGenerationRate	33.99	84.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	15.00	18.00
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	MCY	3.6910e-003	3.8290e-003
tblVehicleEF	MCY	3.6910e-003	3.8290e-003
tblVehicleEF	MCY	3.6910e-003	3.8290e-003
tblVehicleEF	MDV	0.13	0.05
tblVehicleEF	MDV	0.13	0.05

Capitol Industrial Building (Mitigation B)
Los Angeles-South Coast County, Summer

tblVehicleEF	MDV	0.13	0.05
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleTrips	CC_TL	8.40	14.91
tblVehicleTrips	CNW_TL	6.90	14.91
tblVehicleTrips	CW_TL	16.60	14.91
tblVehicleTrips	ST_TR	2.59	3.56
tblVehicleTrips	SU_TR	2.59	3.56
tblVehicleTrips	WD_TR	2.59	3.56
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	IndoorWaterUseRate	8,362,000.00	538,948.00
tblWater	OutdoorWaterUseRate	0.00	53,895.00
tblWater	SepticTankPercent	10.33	0.00

Capitol Industrial Building (Mitigation B)

Los Angeles-South Coast County, Summer

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					
2016	5.4265	65.3801	40.2134	0.0638	2.3471	2.6978	5.0449	0.2895	2.4820	2.7715	0.0000	6,575.7426	6,575.7426	1.9029	0.0000	6,615.7028
Total	5.4265	65.3801	40.2134	0.0638	2.3471	2.6978	5.0449	0.2895	2.4820	2.7715	0.0000	6,575.7426	6,575.7426	1.9029	0.0000	6,615.7028

Capitol Industrial Building (Mitigation B)
Los Angeles-South Coast County, Summer

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					
2016	0.8868	4.8287	31.2081	0.0638	1.1155	0.1067	1.2222	0.1541	0.1061	0.2602	0.0000	6,575.7426	6,575.7426	1.9029	0.0000	6,615.7028
Total	0.8868	4.8287	31.2081	0.0638	1.1155	0.1067	1.2222	0.1541	0.1061	0.2602	0.0000	6,575.7426	6,575.7426	1.9029	0.0000	6,615.7028

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	83.66	92.61	22.39	0.00	52.47	96.04	75.77	46.77	95.72	90.61	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	Rough Grading	Grading	1/19/2016	2/2/2016	5	11	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

Capitol Industrial Building (Mitigation B)
Los Angeles-South Coast County, Summer

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Rough Grading	Excavators	1	8.00	153	0.38
Rough Grading	Graders	0	6.00	174	0.41
Rough Grading	Rubber Tired Dozers	0	6.00	255	0.40
Rough Grading	Rubber Tired Loaders	2	8.00	318	0.36
Rough Grading	Scrapers	2	8.00	407	0.48
Rough Grading	Tractors/Loaders/Backhoes	1	8.00	71	0.37

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
Rough Grading	6	18.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

- Use Cleaner Engines for Construction Equipment
- Replace Ground Cover
- Water Exposed Area
- Reduce Vehicle Speed on Unpaved Roads
- Clean Paved Roads

Capitol Industrial Building (Mitigation B)
Los Angeles-South Coast County, Summer

3.2 Rough Grading - 2016

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					2.1210	0.0000	2.1210	0.2290	0.0000	0.2290			0.0000			0.0000
Off-Road	5.3126	64.9291	38.5581	0.0603		2.6904	2.6904		2.4752	2.4752		6,266.4306	6,266.4306	1.8902		6,306.1243
Total	5.3126	64.9291	38.5581	0.0603	2.1210	2.6904	4.8114	0.2290	2.4752	2.7042		6,266.4306	6,266.4306	1.8902		6,306.1243

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	0.0337	0.3500	0.4067	8.8000e-004	0.0250	5.4700e-003	0.0304	7.1000e-003	5.0300e-003	0.0121		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0802	0.1009	1.2487	2.6200e-003	0.2012	1.9000e-003	0.2031	0.0534	1.7500e-003	0.0551		221.2238	221.2238	0.0120		221.4767
Total	0.1139	0.4509	1.6553	3.5000e-003	0.2262	7.3700e-003	0.2335	0.0605	6.7800e-003	0.0672		309.3121	309.3121	0.0127		309.5786

Capitol Industrial Building (Mitigation B)
Los Angeles-South Coast County, Summer

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					0.9067	0.0000	0.9067	0.0979	0.0000	0.0979			0.0000			0.0000
Off-Road	0.7729	4.3777	29.5528	0.0603		0.0993	0.0993		0.0993	0.0993	0.0000	6,266.4306	6,266.4306	1.8902		6,306.1243
Total	0.7729	4.3777	29.5528	0.0603	0.9067	0.0993	1.0061	0.0979	0.0993	0.1973	0.0000	6,266.4306	6,266.4306	1.8902		6,306.1243

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	0.0337	0.3500	0.4067	8.8000e-004	0.0233	5.4700e-003	0.0288	6.6900e-003	5.0300e-003	0.0117		88.0883	88.0883	6.5000e-004		88.1018
Worker	0.0802	0.1009	1.2487	2.6200e-003	0.1855	1.9000e-003	0.1874	0.0495	1.7500e-003	0.0512		221.2238	221.2238	0.0120		221.4767
Total	0.1139	0.4509	1.6553	3.5000e-003	0.2088	7.3700e-003	0.2161	0.0562	6.7800e-003	0.0630		309.3121	309.3121	0.0127		309.5786

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	36.16	1000sqft	0.83	36,161.00	0
Other Asphalt Surfaces	0.11	Acre	0.11	0.00	0
Other Non-Asphalt Surfaces	0.22	Acre	0.22	0.00	0
Parking Lot	0.54	Acre	0.54	23,468.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	9	Operational Year	2016		
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 0 Land Use Square Feet to exclude striping

Construction Phase - Based on construction information provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Off-road Equipment - Based on equipment mix provided by the Applicant.

Trips and VMT - Water truck and dump truck emissions accounted for in the vendor trips assigned. Worker trips = default + provided.

Grading -

Architectural Coating - Based on information provided by the Applicant.

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Vehicle Trips - Based on the SCAG 2012 RTP model for model year 2020 provided by Iteris.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Vehicle Emission Factors - Fleet mix based on Fontana Truck Trip Generation Study.

Area Coating - Based on information provided by the Applicant.

Water And Wastewater - City of Los Angeles 2006.

Solid Waste - CalRecycle 2009.

Construction Off-road Equipment Mitigation - SCAQMD Rule 403 & 1186

Energy Mitigation - 2016 Building and Energy Efficiency Standards.

Water Mitigation -

Operational Off-Road Equipment - Based on Raymond Handling Solutions fleet estimate.

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Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	228
tblAreaCoating	Area_Nonresidential_Interior	55298	22119
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	228	250
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	4.00	11.00
tblLandUse	LandUseSquareFeet	36,160.00	36,161.00
tblLandUse	LandUseSquareFeet	4,791.60	0.00
tblLandUse	LandUseSquareFeet	9,583.20	0.00
tblLandUse	LandUseSquareFeet	23,522.40	23,468.00
tblOffRoadEquipment	HorsePower	162.00	153.00
tblOffRoadEquipment	HorsePower	199.00	318.00
tblOffRoadEquipment	HorsePower	361.00	407.00
tblOffRoadEquipment	HorsePower	97.00	71.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOperationalOffRoadEquipment	OperHoursPerDay	8.00	12.00
tblOperationalOffRoadEquipment	OperOffRoadEquipmentNumber	0.00	1.00

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tblProjectCharacteristics	OperationalYear	2014	2016
tblSolidWaste	SolidWasteGenerationRate	33.99	84.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	WorkerTripNumber	15.00	18.00
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	HHD	0.03	0.07
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDA	0.53	0.55
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT1	0.06	0.06
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LDT2	0.18	0.18
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD1	0.04	0.04
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	LHD2	6.2830e-003	6.2510e-003
tblVehicleEF	MCY	3.6910e-003	3.8290e-003
tblVehicleEF	MCY	3.6910e-003	3.8290e-003
tblVehicleEF	MCY	3.6910e-003	3.8290e-003
tblVehicleEF	MDV	0.13	0.05
tblVehicleEF	MDV	0.13	0.05

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tblVehicleEF	MDV	0.13	0.05
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MH	1.6550e-003	0.00
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	MHD	0.02	0.03
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	OBUS	2.4530e-003	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	SBUS	5.4300e-004	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleEF	UBUS	3.1570e-003	0.00
tblVehicleTrips	CC_TL	8.40	14.91
tblVehicleTrips	CNW_TL	6.90	14.91
tblVehicleTrips	CW_TL	16.60	14.91
tblVehicleTrips	ST_TR	2.59	3.56
tblVehicleTrips	SU_TR	2.59	3.56
tblVehicleTrips	WD_TR	2.59	3.56
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	IndoorWaterUseRate	8,362,000.00	538,948.00
tblWater	OutdoorWaterUseRate	0.00	53,895.00
tblWater	SepticTankPercent	10.33	0.00

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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					
2016	0.0299	0.3598	0.2213	3.5000e-004	0.0129	0.0148	0.0277	1.5900e-003	0.0137	0.0152	0.0000	32.7630	32.7630	9.4900e-003	0.0000	32.9624
Total	0.0299	0.3598	0.2213	3.5000e-004	0.0129	0.0148	0.0277	1.5900e-003	0.0137	0.0152	0.0000	32.7630	32.7630	9.4900e-003	0.0000	32.9624

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Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	4.8800e-003	0.0267	0.1717	3.5000e-004	6.1100e-003	5.9000e-004	6.7000e-003	8.4000e-004	5.8000e-004	1.4300e-003	0.0000	32.7630	32.7630	9.4900e-003	0.0000	32.9624
Total	4.8800e-003	0.0267	0.1717	3.5000e-004	6.1100e-003	5.9000e-004	6.7000e-003	8.4000e-004	5.8000e-004	1.4300e-003	0.0000	32.7630	32.7630	9.4900e-003	0.0000	32.9624

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	83.65	92.57	22.38	0.00	52.60	96.02	75.83	47.17	95.75	90.62	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	Rough Grading	Grading	1/19/2016	2/2/2016	5	11	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

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OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Rough Grading	Excavators	1	8.00	153	0.38
Rough Grading	Graders	0	6.00	174	0.41
Rough Grading	Rubber Tired Dozers	0	6.00	255	0.40
Rough Grading	Rubber Tired Loaders	2	8.00	318	0.36
Rough Grading	Scrapers	2	8.00	407	0.48
Rough Grading	Tractors/Loaders/Backhoes	1	8.00	71	0.37

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
Rough Grading	6	18.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

- Use Cleaner Engines for Construction Equipment
- Replace Ground Cover
- Water Exposed Area
- Reduce Vehicle Speed on Unpaved Roads
- Clean Paved Roads

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3.2 Rough Grading - 2016

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					0.0117	0.0000	0.0117	1.2600e-003	0.0000	1.2600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0292	0.3571	0.2121	3.3000e-004		0.0148	0.0148		0.0136	0.0136	0.0000	31.2665	31.2665	9.4300e-003	0.0000	31.4645
Total	0.0292	0.3571	0.2121	3.3000e-004	0.0117	0.0148	0.0265	1.2600e-003	0.0136	0.0149	0.0000	31.2665	31.2665	9.4300e-003	0.0000	31.4645

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	2.0000e-004	2.0100e-003	2.6100e-003	0.0000	1.3000e-004	3.0000e-005	1.7000e-004	4.0000e-005	3.0000e-005	7.0000e-005	0.0000	0.4380	0.4380	0.0000	0.0000	0.4381
Worker	4.3000e-004	6.3000e-004	6.5800e-003	1.0000e-005	1.0800e-003	1.0000e-005	1.1000e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	1.0586	1.0586	6.0000e-005	0.0000	1.0599
Total	6.3000e-004	2.6400e-003	9.1900e-003	1.0000e-005	1.2100e-003	4.0000e-005	1.2700e-003	3.3000e-004	4.0000e-005	3.7000e-004	0.0000	1.4966	1.4966	6.0000e-005	0.0000	1.4979

Capitol Industrial Building (Mitigation B)
Los Angeles-South Coast County, Annual

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					4.9900e-003	0.0000	4.9900e-003	5.4000e-004	0.0000	5.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.2500e-003	0.0241	0.1625	3.3000e-004		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	31.2664	31.2664	9.4300e-003	0.0000	31.4645
Total	4.2500e-003	0.0241	0.1625	3.3000e-004	4.9900e-003	5.5000e-004	5.5400e-003	5.4000e-004	5.5000e-004	1.0900e-003	0.0000	31.2664	31.2664	9.4300e-003	0.0000	31.4645

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-004	2.0100e-003	2.6100e-003	0.0000	1.3000e-004	3.0000e-005	1.6000e-004	4.0000e-005	3.0000e-005	6.0000e-005	0.0000	0.4380	0.4380	0.0000	0.0000	0.4381
Worker	4.3000e-004	6.3000e-004	6.5800e-003	1.0000e-005	1.0000e-003	1.0000e-005	1.0100e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	1.0586	1.0586	6.0000e-005	0.0000	1.0599
Total	6.3000e-004	2.6400e-003	9.1900e-003	1.0000e-005	1.1300e-003	4.0000e-005	1.1700e-003	3.1000e-004	4.0000e-005	3.4000e-004	0.0000	1.4966	1.4966	6.0000e-005	0.0000	1.4979

Capitol Industrial Building (Mitigation B)
Los Angeles-South Coast County, Mitigation Report

Construction Mitigation Summary

Phase	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction												
Rough Grading	0.84	0.93	0.22	0.00	0.96	0.96	0.00	0.00	0.00	0.00	0.00	0.00

OFFROAD Equipment Mitigation

Equipment Type	Fuel Type	Tier	Number Mitigated	Total Number of Equipment	DPF	Oxidation Catalyst
Excavators	Diesel	Tier 4 Final	1	1	No Change	0.00
Graders	Diesel	No Change	0	0	No Change	0.00
Rubber Tired Dozers	Diesel	No Change	0	0	No Change	0.00
Rubber Tired Loaders	Diesel	Tier 4 Final	2	2	No Change	0.00
Scrapers	Diesel	Tier 4 Final	2	2	No Change	0.00
Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	1	1	No Change	0.00

Capitol Industrial Building (Mitigation B)
Los Angeles-South Coast County, Mitigation Report

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Unmitigated tons/yr							Unmitigated mt/yr					
Excavators	2.02000E-003	2.30200E-002	1.78100E-002	3.00000E-005	1.13000E-003	1.04000E-003	0.00000E+000	2.59139E+000	2.59139E+000	7.80000E-004	0.00000E+000	2.60781E+000
Graders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rubber Tired Loaders	8.69000E-003	1.02770E-001	4.78600E-002	1.10000E-004	3.86000E-003	3.55000E-003	0.00000E+000	1.00829E+001	1.00829E+001	3.04000E-003	0.00000E+000	1.01468E+001
Scrapers	1.71400E-002	2.18220E-001	1.36680E-001	1.80000E-004	8.80000E-003	8.09000E-003	0.00000E+000	1.74100E+001	1.74100E+001	5.25000E-003	0.00000E+000	1.75203E+001
Tractors/Loaders/Bulldozers	1.37000E-003	1.31000E-002	9.71000E-003	1.00000E-005	1.01000E-003	9.30000E-004	0.00000E+000	1.18211E+000	1.18211E+000	3.60000E-004	0.00000E+000	1.18960E+000

Equipment Type	ROG	NOx	CO	SO2	Exhaust PM10	Exhaust PM2.5	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated tons/yr							Mitigated mt/yr					
Excavators	3.40000E-004	1.47000E-003	2.08700E-002	3.00000E-005	5.00000E-005	5.00000E-005	0.00000E+000	2.59139E+000	2.59139E+000	7.80000E-004	0.00000E+000	2.60780E+000
Graders	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rubber Tired Dozers	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000	0.00000E+000
Rubber Tired Loaders	1.33000E-003	5.77000E-003	4.88600E-002	1.10000E-004	1.80000E-004	1.80000E-004	0.00000E+000	1.00829E+001	1.00829E+001	3.04000E-003	0.00000E+000	1.01468E+001
Scrapers	2.27000E-003	9.85000E-003	8.33800E-002	1.80000E-004	3.00000E-004	3.00000E-004	0.00000E+000	1.74100E+001	1.74100E+001	5.25000E-003	0.00000E+000	1.75203E+001
Tractors/Loaders/Bulldozers	3.10000E-004	6.98000E-003	9.43000E-003	1.00000E-005	2.00000E-005	2.00000E-005	0.00000E+000	1.18211E+000	1.18211E+000	3.60000E-004	0.00000E+000	1.18959E+000

Capitol Industrial Building (Mitigation B)
Los Angeles-South Coast County, Mitigation Report

Fugitive Dust Mitigation

Yes/No	Mitigation Measure	Mitigation Input	Mitigation Input	Mitigation Input	Mitigation Input		
No	Soil Stabilizer for unpaved Roads	PM10 Reduction	0.00	PM2.5 Reduction	0.00		
Yes	Replace Ground Cover of Area Disturbed	PM10 Reduction	5.00	PM2.5 Reduction	5.00		
Yes	Water Exposed Area	PM10 Reduction	55.00	PM2.5 Reduction	55.00	Frequency (per day)	2.00
No	Unpaved Road Mitigation	Moisture Content %	0.00	Vehicle Speed (mph)	15.00		
Yes	Clean Paved Road	% PM Reduction	9.00				

Phase	Source	Unmitigated		Mitigated		Percent Reduction	
		PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Rough Grading	Fugitive Dust	0.01	0.00	0.00	0.00	0.57	0.57
Rough Grading	Roads	0.00	0.00	0.00	0.00	0.07	0.06

Construction Localized Significance Thresholds: Demolition

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	1.00	25	82

Source Receptor Distance (meters)	South San Gabriel Valley	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres
	25	Tractors	0.5	0.0625	8	2	1
NOx	83	Graders	0.5	0.0625	0	0	0
CO	673	Dozers	0.5	0.0625	0	0	0
		Scrapers	1	0.125	0	0	0
						Acres	1.00

	Acres	25	50	100	200	500
NOx	1	83	84	96	123	193
	1	83	84	96	123	193
		83	84	96	123	193
CO	1	673	760	1113	2110	6884
	1	673	760	1113	2110	6884
		673	760	1113	2110	6884
PM10	1	5	13	29	60	153
	1	5	13	29	60	153
		5	13	29	60	153
PM2.5	1	4	5	9	20	83
	1	4	5	9	20	83
		4	5	9	20	83

South San Gabriel Valley

1.00 Acres

25	50	100	200	500
NOx	83	84	96	123
CO	673	760	1113	2110
PM10	5	13	29	60
PM2.5	4	5	9	20

Acre Below		Acre Above	
SRA No.	Acres	SRA No.	Acres
11	1	11	1
Distance Increment Below			
25			
Distance Increment Above			
25			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Demolition

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)	Acres/8-hr Day		Daily hours	Equipment Used	Acres
11	1.00	823	2700					
Source Receptor	South San Gabriel Valley	Equipment	Acres/8-hr Day					
Distance (meters)	823	Tractors	0.5	0.0625	8	2	1	
		Graders	0.5	0.0625	0	0	0	
		Dozers	0.5	0.0625	0	0	0	
PM10	253.12	Scrapers	1	0.125	0	0	0	
PM2.5	150.82					Acres	1.00	
	Acres	25	50	100		200	500	
NOx	1	83	84	96		123	193	
	1	83	84	96		123	193	
		83	84	96		123	193	
CO	1	673	760	1113		2110	6884	
	1	673	760	1113		2110	6884	
		673	760	1113		2110	6884	
PM10	1	5	13	29		60	153	
	1	5	13	29		60	153	
		5	13	29		60	153	
PM2.5	1	4	5	9		20	83	
	1	4	5	9		20	83	
		4	5	9		20	83	
South San Gabriel Valley								
1.00 Acres								
	25	50	100	200		500		
NOx	83	84	96	123		193		
CO	673	760	1113	2110		6884		
PM10	5	13	29	60		153		
PM2.5	4	5	9	20		83		

Acre Below		Acre Above	
SRA No.	Acres	SRA No.	Acres
11	1	11	1
Distance Increment Below			
500			
Distance Increment Above			
500			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Site Preparation

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	3.50	25	82

Source Receptor Distance (meters)	South San Gabriel Valley	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres
	25	Tractors	0.5	0.0625	8	3	1.5
NOx	152	Graders	0.5	0.0625	0	0	0
CO	1,422	Dozers	0.5	0.0625	0	0	0
		Scrapers	1	0.125	8	2	2
						Acres	3.50

	Acres	25	50	100	200	500
NOx	3	142	137	145	165	219
	4	162	157	165	184	232
CO	3	152	147	155	175	226
	4	1292	1423	1886	3115	8134
PM10	3	1553	1704	2217	3569	8738
	4	1423	1564	2052	3342	8436
PM2.5	3	9	29	44	76	170
	4	12	36	52	83	178
PM2.5	3	11	33	48	80	174
	4	6	9	14	27	94
PM2.5	3	8	11	17	31	99
	4	7	10	16	29	97

South San Gabriel Valley

3.50 Acres

	25	50	100	200	500
NOx	152	147	155	175	226
CO	1423	1564	2052	3342	8436
PM10	11	33	48	80	174
PM2.5	7	10	16	29	97

Acre Below		Acre Above	
SRA No.	Acres	SRA No.	Acres
11	3	11	4
Distance Increment Below			
25			
Distance Increment Above			
25			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Site Preparation

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	3.50	823	2700

Source Receptor Distance (meters)	South San Gabriel Valley	Equipment	Acres/8-hr Day	Daily hours	Equipment Used	Acres
823		Tractors	0.5	0.0625	8	3
		Graders	0.5	0.0625	0	0
		Dozers	0.5	0.0625	0	0
		Scrapers	1	0.125	8	2
PM10	275.73					2
PM2.5	169.17				Acres	3.50

	Acres	25	50	100	200	500
NOx	3	142	137	145	165	219
	4	162	157	165	184	232
CO	3	1292	1423	155	175	226
	4	1553	1704	1886	3115	8134
PM10	3	1423	1564	2217	3569	8738
	4	9	29	2052	3342	8436
PM2.5	3	11	36	44	76	170
	4	12	33	52	83	178
PM2.5	3	6	9	48	80	174
	4	8	11	14	27	94
South San Gabriel Valley	7	10	16	17	31	99
	7	10	16	16	29	97

South San Gabriel Valley

3.50 Acres

	25	50	100	200	500
NOx	152	147	155	175	226
CO	1423	1564	2052	3342	8436
PM10	11	33	48	80	174
PM2.5	7	10	16	29	97

Acre Below		Acre Above	
SRA No.	Acres	SRA No.	Acres
11	3	11	4
Distance Increment Below			
500			
Distance Increment Above			
500			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Rough Grading

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	3.50	25	82

Source Receptor Distance (meters)	South San Gabriel Valley	Equipment	Acres/8-hr Day	Daily hours	Equipment Used	Acres
	25	Tractors	0.5	0.0625	8	3
NOx	152	Graders	0.5	0.0625	0	0
CO	1,422	Dozers	0.5	0.0625	0	0
		Scrapers	1	0.125	8	2
					Acres	3.50

	Acres	25	50	100	200	500
NOx	3	142	137	145	165	219
	4	162	157	165	184	232
		152	147	155	175	226
CO	3	1292	1423	1886	3115	8134
	4	1553	1704	2217	3569	8738
		1423	1564	2052	3342	8436
PM10	3	9	29	44	76	170
	4	12	36	52	83	178
		11	33	48	80	174
PM2.5	3	6	9	14	27	94
	4	8	11	17	31	99
		7	10	16	29	97

South San Gabriel Valley

3.50 Acres		25	50	100	200	500
NOx	152	147	155	175	226	226
CO	1423	1564	2052	3342	8436	8436
PM10	11	33	48	80	174	174
PM2.5	7	10	16	29	97	97

Acre Below		Acre Above	
SRA No.	Acres	SRA No.	Acres
11	3	11	4
Distance Increment Below			
25			
Distance Increment Above			
25			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Rough Grading

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	3.50	823	2700

Source Receptor Distance (meters)	South San Gabriel Valley	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres
	823	Tractors	0.5	0.0625	8	3	1.5
		Graders	0.5	0.0625	0	0	0
		Dozers	0.5	0.0625	0	0	0
		Scrapers	1	0.125	8	2	2
						Acres	3.50

	Acres	25	50	100	200	500
NOx	3	142	137	145	165	219
	4	162	157	165	184	232
CO	3	1292	1423	1886	3115	8134
	4	1553	1704	2217	3569	8738
PM10	3	1423	1564	2052	3342	8436
	4	9	29	44	76	170
PM2.5	3	11	36	52	83	178
	4	11	33	48	80	174
PM2.5	3	6	9	14	27	94
	4	8	11	17	31	99
	7	10	16	29	97	97

South San Gabriel Valley

3.50 Acres

	25	50	100	200	500
NOx	152	147	155	175	226
CO	1423	1564	2052	3342	8436
PM10	11	33	48	80	174
PM2.5	7	10	16	29	97

Acre Below		Acre Above	
SRA No.	Acres	SRA No.	Acres
11	3	11	4
Distance Increment Below			
500			
Distance Increment Above			
500			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Rough Grading & Utility Trenching

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	4.00	25	82

Source Receptor Distance (meters)	South San Gabriel Valley	Equipment	Acres/8-hr Day	Daily hours	Equipment Used	Acres
	25	Tractors	0.5	0.0625	8	4
NOx	162	Graders	0.5	0.0625	0	0
CO	1,553	Dozers	0.5	0.0625	0	0
		Scrapers	1	0.125	8	2
					Acres	4.00

	Acres	25	50	100	200	500
NOx	4	162	157	165	184	232
	4	162	157	165	184	232
	4	162	157	165	184	232
CO	4	1553	1704	2217	3569	8738
	4	1553	1704	2217	3569	8738
	4	1553	1704	2217	3569	8738
PM10	4	12	36	52	83	178
	4	12	36	52	83	178
	4	12	36	52	83	178
PM2.5	4	8	11	17	31	99
	4	8	11	17	31	99
	4	8	11	17	31	99

South San Gabriel Valley

4.00 Acres

	25	50	100	200	500
NOx	162	157	165	184	232
CO	1553	1704	2217	3569	8738
PM10	12	36	52	83	178
PM2.5	8	11	17	31	99

Acre Below		Acre Above	
SRA No.	Acres	SRA No.	Acres
11	4	11	4
Distance Increment Below			
25			
Distance Increment Above			
25			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Rough Grading & Utility Trenching

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)						
11	4.00	823	2700						
Source Receptor	South San Gabriel Valley	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres		
Distance (meters)	823	Tractors	0.5	0.0625	8	4	2		
		Graders	0.5	0.0625	0	0	0		
		Dozers	0.5	0.0625	0	0	0		
		Scrapers	1	0.125	8	2	2		
PM10	279.91								
PM2.5	172.56					Acres	4.00		
	Acres	25	50	100		200	500		
NOx	4	162	157	165		184	232		
	4	162	157	165		184	232		
		162	157	165		184	232		
CO	4	1553	1704	2217		3569	8738		
	4	1553	1704	2217		3569	8738		
		1553	1704	2217		3569	8738		
PM10	4	12	36	52		83	178		
	4	12	36	52		83	178		
		12	36	52		83	178		
PM2.5	4	8	11	17		31	99		
	4	8	11	17		31	99		
		8	11	17		31	99		
South San Gabriel Valley									
	4.00 Acres								
	25	50	100	200		500			
NOx	162	157	165	184		232			
CO	1553	1704	2217	3569		8738			
PM10	12	36	52	83		178			
PM2.5	8	11	17	31		99			

Acre Below		Acre Above	
SRA No.	Acres	SRA No.	Acres
11	4	11	4
Distance Increment Below			
500			
Distance Increment Above			
500			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Utility Trenching

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	0.50	25	82

Source Receptor Distance (meters)	South San Gabriel Valley	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres
	25	Tractors	0.5	0.0625	8	1	0.5
NOx	83	Graders	0.5	0.0625	0	0	0
CO	673	Dozers	0.5	0.0625	0	0	0
		Scrapers	1	0.125	0	0	0
						Acres	0.50

	Acres	25	50	100	200	500
NOx	1	83	84	96	123	193
	1	83	84	96	123	193
		83	84	96	123	193
CO	1	673	760	1113	2110	6884
	1	673	760	1113	2110	6884
		673	760	1113	2110	6884
PM10	1	5	13	29	60	153
	1	5	13	29	60	153
		5	13	29	60	153
PM2.5	1	4	5	9	20	83
	1	4	5	9	20	83
		4	5	9	20	83

South San Gabriel Valley

0.50 Acres

25	50	100	200	500
NOx 83	84	96	123	193
CO 673	760	1113	2110	6884
PM10 5	13	29	60	153
PM2.5 4	5	9	20	83

Acre Below		Acre Above	
SRA No.	Acres	SRA No.	Acres
11	1	11	1
Distance Increment Below			
25			
Distance Increment Above			
25			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Utility Trenching

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	0.50	823	2700

Source Receptor Distance (meters)	South San Gabriel Valley	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres
	823	Tractors	0.5	0.0625	8	1	0.5
		Graders	0.5	0.0625	0	0	0
		Dozers	0.5	0.0625	0	0	0
		Scrapers	1	0.125	0	0	0
						Acres	0.50

	Acres	25	50	100	200	500
NOx	1	83	84	96	123	193
	1	83	84	96	123	193
		83	84	96	123	193
CO	1	673	760	1113	2110	6884
	1	673	760	1113	2110	6884
		673	760	1113	2110	6884
PM10	1	5	13	29	60	153
	1	5	13	29	60	153
		5	13	29	60	153
PM2.5	1	4	5	9	20	83
	1	4	5	9	20	83
		4	5	9	20	83

South San Gabriel Valley

0.50 Acres						
	25	50	100	200	500	
NOx	83	84	96	123	193	
CO	673	760	1113	2110	6884	
PM10	5	13	29	60	153	
PM2.5	4	5	9	20	83	

Acre Below		Acre Above	
SRA No.	Acres	SRA No.	Acres
11	1	11	1
Distance Increment Below			
500			
Distance Increment Above			
500			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Fine Grading

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	4.00	25	82

Source Receptor Distance (meters)	South San Gabriel Valley	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres
	25	Tractors	0.5	0.0625	8	3	1.5
NOx	162	Graders	0.5	0.0625	8	1	0.5
CO	1,553	Dozers	0.5	0.0625	0	0	0
		Scrapers	1	0.125	8	2	2
						Acres	4.00

	Acres	25	50	100	200	500
NOx	4	162	157	165	184	232
	4	162	157	165	184	232
			162	157	165	184
CO	4	1553	1704	2217	3569	8738
	4	1553	1704	2217	3569	8738
			1553	1704	2217	3569
PM10	4	12	36	52	83	178
	4	12	36	52	83	178
			12	36	52	83
PM2.5	4	8	11	17	31	99
	4	8	11	17	31	99
			8	11	17	31

South San Gabriel Valley

4.00 Acres

	25	50	100	200	500
NOx	162	157	165	184	232
CO	1553	1704	2217	3569	8738
PM10	12	36	52	83	178
PM2.5	8	11	17	31	99

Acre Below		Acre Above	
SRA No.	Acres	SRA No.	Acres
11	4	11	4
Distance Increment Below			
25			
Distance Increment Above			
25			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Fine Grading

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	4.00	823	2700

Source Receptor Distance (meters)	South San Gabriel Valley	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres
	823	Tractors	0.5	0.0625	8	3	1.5
		Graders	0.5	0.0625	8	1	0.5
		Dozers	0.5	0.0625	0	0	0
		Scrapers	1	0.125	8	2	2
						Acres	4.00

	Acres	25	50	100	200	500
NOx	4	162	157	165	184	232
	4	162	157	165	184	232
		162	157	165	184	232
CO	4	1553	1704	2217	3569	8738
	4	1553	1704	2217	3569	8738
		1553	1704	2217	3569	8738
PM10	4	12	36	52	83	178
	4	12	36	52	83	178
		12	36	52	83	178
PM2.5	4	8	11	17	31	99
	4	8	11	17	31	99
		8	11	17	31	99

South San Gabriel Valley

4.00 Acres

	25	50	100	200	500
NOx	162	157	165	184	232
CO	1553	1704	2217	3569	8738
PM10	12	36	52	83	178
PM2.5	8	11	17	31	99

Acre Below		Acre Above	
SRA No.	Acres	SRA No.	Acres
11	4	11	4
Distance Increment Below			
500			
Distance Increment Above			
500			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Building Construction

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	1.00	25	82

Source Receptor Distance (meters)	South San Gabriel Valley	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres
	25	Tractors	0.5	0.0625	8	2	1
NOx	83	Graders	0.5	0.0625	0	0	0
CO	673	Dozers	0.5	0.0625	0	0	0
		Scrapers	1	0.125	0	0	0
						Acres	1.00

	Acres	25	50	100	200	500
NOx	1	83	84	96	123	193
	1	83	84	96	123	193
		83	84	96	123	193
CO	1	673	760	1113	2110	6884
	1	673	760	1113	2110	6884
		673	760	1113	2110	6884
PM10	1	5	13	29	60	153
	1	5	13	29	60	153
		5	13	29	60	153
PM2.5	1	4	5	9	20	83
	1	4	5	9	20	83
		4	5	9	20	83

South San Gabriel Valley

1.00 Acres

25	50	100	200	500
NOx	83	84	96	123
CO	673	760	1113	2110
PM10	5	13	29	60
PM2.5	4	5	9	20

Acre Below		Acre Above	
SRA No.	Acres	SRA No.	Acres
11	1	11	1
Distance Increment Below			
25			
Distance Increment Above			
25			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Building Construction

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)						
11	1.00	823	2700						
Source Receptor	South San Gabriel Valley	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres		
Distance (meters)	823	Tractors	0.5	0.0625	8	2	1		
		Graders	0.5	0.0625	0	0	0		
		Dozers	0.5	0.0625	0	0	0		
		Scrapers	1	0.125	0	0	0		
PM10	253.12								
PM2.5	150.82					Acres	1.00		
	Acres	25	50	100		200	500		
NOx	1	83	84	96		123	193		
	1	83	84	96		123	193		
		83	84	96		123	193		
CO	1	673	760	1113		2110	6884		
	1	673	760	1113		2110	6884		
		673	760	1113		2110	6884		
PM10	1	5	13	29		60	153		
	1	5	13	29		60	153		
		5	13	29		60	153		
PM2.5	1	4	5	9		20	83		
	1	4	5	9		20	83		
		4	5	9		20	83		
South San Gabriel Valley									
	1.00 Acres								
	25	50	100			200	500		
NOx	83	84	96			123	193		
CO	673	760	1113			2110	6884		
PM10	5	13	29			60	153		
PM2.5	4	5	9			20	83		

Acre Below		Acre Above	
SRA No.	Acres	SRA No.	Acres
11	1	11	1
Distance Increment Below			
500			
Distance Increment Above			
500			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Architectural Coating

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	0.00	25	82

Source Receptor Distance (meters)	South San Gabriel Valley	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres
	25	Tractors	0.5	0.0625	0	0	0
NOx	83	Graders	0.5	0.0625	0	0	0
CO	673	Dozers	0.5	0.0625	0	0	0
		Scrapers	1	0.125	0	0	0
						Acres	0.00

	Acres	25	50	100	200	500
NOx	1	83	84	96	123	193
	1	83	84	96	123	193
		83	84	96	123	193
CO	1	673	760	1113	2110	6884
	1	673	760	1113	2110	6884
		673	760	1113	2110	6884
PM10	1	5	13	29	60	153
	1	5	13	29	60	153
		5	13	29	60	153
PM2.5	1	4	5	9	20	83
	1	4	5	9	20	83
		4	5	9	20	83

South San Gabriel Valley

0.00 Acres

25	50	100	200	500
NOx 83	84	96	123	193
CO 673	760	1113	2110	6884
PM10 5	13	29	60	153
PM2.5 4	5	9	20	83

Acre Below		Acre Above	
SRA No.	Acres	SRA No.	Acres
11	1	11	1
Distance Increment Below			
25			
Distance Increment Above			
25			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Architectural Coating

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	0.00	823	2700

Source Receptor Distance (meters)	South San Gabriel Valley	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres
	823	Tractors	0.5	0.0625	0	0	0
		Graders	0.5	0.0625	0	0	0
		Dozers	0.5	0.0625	0	0	0
		Scrapers	1	0.125	0	0	0
	PM10						
	PM2.5					Acres	0.00

	Acres	25	50	100	200	500
NOx	1	83	84	96	123	193
	1	83	84	96	123	193
		83	84	96	123	193
CO	1	673	760	1113	2110	6884
	1	673	760	1113	2110	6884
		673	760	1113	2110	6884
PM10	1	5	13	29	60	153
	1	5	13	29	60	153
		5	13	29	60	153
PM2.5	1	4	5	9	20	83
	1	4	5	9	20	83
		4	5	9	20	83

South San Gabriel Valley

0.00 Acres

	25	50	100	200	500
NOx	83	84	96	123	193
CO	673	760	1113	2110	6884
PM10	5	13	29	60	153
PM2.5	4	5	9	20	83

Acre Below		Acre Above	
SRA No.	Acres	SRA No.	Acres
11	1	11	1
Distance Increment Below			
500			
Distance Increment Above			
500			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Asphalt Paving

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	1.50	25	82

Source Receptor Distance (meters)	South San Gabriel Valley	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres
	25	Tractors	0.5	0.0625	8	2	1
NOx	102	Graders	0.5	0.0625	8	1	0.5
CO	852	Dozers	0.5	0.0625	0	0	0
		Scrapers	1	0.125	0	0	0
						Acres	1.50

	Acres	25	50	100	200	500
NOx	1	83	84	96	123	193
	2	121	118	126	147	206
		102	101	111	135	200
CO	1	673	760	1113	2110	6884
	2	1031	1143	1554	2660	7530
		852	952	1334	2385	7207
PM10	1	5	13	29	60	153
	2	7	22	37	68	162
		6	18	33	64	158
PM2.5	1	4	5	9	20	83
	2	5	8	12	24	89
		5	7	11	22	86

South San Gabriel Valley

1.50 Acres

25	50	100	200	500
NOx 102	101	111	135	200
CO 852	952	1334	2385	7207
PM10 6	18	33	64	158
PM2.5 5	7	11	22	86

Acre Below		Acre Above	
SRA No.	Acres	SRA No.	Acres
11	1	11	2
Distance Increment Below			
25			
Distance Increment Above			
25			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Asphalt Paving

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	1.50	823	2700

Source Receptor Distance (meters)	South San Gabriel Valley	Equipment	Acres/8-hr Day	Daily hours	Equipment Used	Acres	
823		Tractors	0.5	0.0625	8	2	1
		Graders	0.5	0.0625	8	1	0.5
		Dozers	0.5	0.0625	0	0	0
		Scrapers	1	0.125	0	0	0
	PM10						
	PM2.5						
					Acres		1.50

	Acres	25	50	100	200	500
NOx	1	83	84	96	123	193
	2	121	118	126	147	206
		102	101	111	135	200
CO	1	673	760	1113	2110	6884
	2	1031	1143	1554	2660	7530
		852	952	1334	2385	7207
PM10	1	5	13	29	60	153
	2	7	22	37	68	162
		6	18	33	64	158
PM2.5	1	4	5	9	20	83
	2	5	8	12	24	89
		5	7	11	22	86

South San Gabriel Valley

1.50 Acres

	25	50	100	200	500
NOx	102	101	111	135	200
CO	852	952	1334	2385	7207
PM10	6	18	33	64	158
PM2.5	5	7	11	22	86

Acre Below		Acre Above	
SRA No.	Acres	SRA No.	Acres
11	1	11	2
Distance Increment Below			
500			
Distance Increment Above			
500			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Finishing/Landscaping

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	0.00	25	82

Source Receptor Distance (meters)	South San Gabriel Valley	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres
	25	Tractors	0.5	0.0625	0	0	0
NOx	83	Graders	0.5	0.0625	0	0	0
CO	673	Dozers	0.5	0.0625	0	0	0
		Scrapers	1	0.125	0	0	0
						Acres	0.00

	Acres	25	50	100	200	500
NOx	1	83	84	96	123	193
	1	83	84	96	123	193
		83	84	96	123	193
CO	1	673	760	1113	2110	6884
	1	673	760	1113	2110	6884
		673	760	1113	2110	6884
PM10	1	5	13	29	60	153
	1	5	13	29	60	153
		5	13	29	60	153
PM2.5	1	4	5	9	20	83
	1	4	5	9	20	83
		4	5	9	20	83

South San Gabriel Valley

0.00 Acres

25	50	100	200	500
NOx	83	84	96	123
CO	673	760	1113	2110
PM10	5	13	29	60
PM2.5	4	5	9	20

Acre Below		Acre Above	
SRA No.	Acres	SRA No.	Acres
11	1	11	1
Distance Increment Below			
25			
Distance Increment Above			
25			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Construction Localized Significance Thresholds: Finishing/Landscaping

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	0.00	823	2700

Source Receptor Distance (meters)	South San Gabriel Valley	Equipment	Acres/8-hr Day		Daily hours	Equipment Used	Acres
	823	Tractors	0.5	0.0625	0	0	0
		Graders	0.5	0.0625	0	0	0
		Dozers	0.5	0.0625	0	0	0
		Scrapers	1	0.125	0	0	0
	PM10						
	PM2.5						
						Acres	0.00

	Acres	25	50	100	200	500
NOx	1	83	84	96	123	193
	1	83	84	96	123	193
		83	84	96	123	193
CO	1	673	760	1113	2110	6884
	1	673	760	1113	2110	6884
		673	760	1113	2110	6884
PM10	1	5	13	29	60	153
	1	5	13	29	60	153
		5	13	29	60	153
PM2.5	1	4	5	9	20	83
	1	4	5	9	20	83
		4	5	9	20	83

South San Gabriel Valley

0.00 Acres

	25	50	100	200	500
NOx	83	84	96	123	193
CO	673	760	1113	2110	6884
PM10	5	13	29	60	153
PM2.5	4	5	9	20	83

Acre Below		Acre Above	
SRA No.	Acres	SRA No.	Acres
11	1	11	1
Distance Increment Below			
500			
Distance Increment Above			
500			

Updated: 10/21/2009 - Table C-1. 2006 – 2008

Operation Localized Significance Thresholds

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	5.00	25	82

Source Receptor Distance (meters) **South San Gabriel Valley**
 25
NOx 183
CO 1,814

	Acres	25	50	100	200	500
NOx	5	183	176	184	202	245
	5	183	176	184	202	245
	5	183	176	184	202	245
CO	5	1814	1984	2549	4024	9342
	5	1814	1984	2549	4024	9342
	5	1814	1984	2549	4024	9342
PM10	5	4	11	15	22	45
	5	4	11	15	22	45
	5	4	11	15	22	45
PM2.5	5	2	3	5	9	25
	5	2	3	5	9	25
	5	2	3	5	9	25

South San Gabriel Valley

	5.00 Acres	25	50	100	200	500
NOx	183	176	184	202	245	
CO	1814	1984	2549	4024	9342	
PM10	4	11	15	22	45	
PM2.5	2	3	5	9	25	

N
9

Acre Below		Acre Above	
SRA No.	Acres	SRA No.	Acres
11	5	11	5
Distance Increment Below			
25			
Distance Increment Above			
25			

Updated: 10/21/2010 - Table C-1. 2006 – 2008

Operation Localized Significance Thresholds

SRA No.	Acres	Source Receptor Distance (meters)	Source Receptor Distance (Feet)
11	5.00	823	2700

Source Receptor Distance (meters) South San Gabriel Valley 823

PM10 69.76
PM2.5 42.22

	Acres	25	50	100	200	500
NOx	5	183	176	184	202	245
	5	183	176	184	202	245
	5	183	176	184	202	245
CO	5	1814	1984	2549	4024	9342
	5	1814	1984	2549	4024	9342
	5	1814	1984	2549	4024	9342
PM10	5	4	11	15	22	45
	5	4	11	15	22	45
	5	4	11	15	22	45
PM2.5	5	2	3	5	9	25
	5	2	3	5	9	25
	5	2	3	5	9	25

South San Gabriel Valley

	5.00 Acres	25	50	100	200	500
NOx	183	176	184	202	245	
CO	1814	1984	2549	4024	9342	
PM10	4	11	15	22	45	
PM2.5	2	3	5	9	25	

N
9

Acre Below		Acre Above	
SRA No.	Acres	SRA No.	Acres
11	5	11	5
Distance Increment Below			
500			
Distance Increment Above			
500			

Updated: 10/21/2010 - Table C-1. 2006 – 2008



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Overview

Warehouse Design

Store More Pallets

Kardex Remstar: Carousels, Storage & Retrieval

Conveyors & Sortation

Picking Systems

Lighting Solutions

Calculators & Tools

Calculators & Tools: Maximize Your Space

Calculate how many boxes fit on a pallet & how many pallets fit in a container

Data

Pallets with product are how long in inches?	48	inches
Pallets with product are how wide in inches?	40	inches
Pallets are how tall in inches?	60	inches
Warehouse is how tall in feet?	28	feet
Storage area is how wide?	175	feet
Storage area is how long?	175	feet

Square feet of the building

30,625

Like Share 8.3k

	aisle (inches)	Pallets deep
Sit down 4-wheel forklift	144	1
Stand-up counter balance (3-wheel)	132	1
Stand-up reach	102	1
Swing Reach (VNA)	66	1
Deep Reach (double deep)	132	2

Analysis

Pallets Stored

Number of pallets stored with this type of truck

Sit down 4-wheel forklift 2,812

Stand-up counter balance (3-wheel) 2,956

Stand-up reach 3,391

Swing Reach (VNA) 4,118

Deep Reach (double deep) 4,118

Name (required)

Company (required)

Zip Code (required)



Lifting Value to New Heights

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Overview

Warehouse Design

Store More Pallets

Kardex Remstar: Carousels, Storage & Retrieval

Conveyors & Sortation

Picking Systems

Lighting Solutions

Calculators & Tools

Calculators & Tools: Fleet Right Sizing

Right-sizing your fleet made easy. Figure out how many pieces of equipment you will need in your facility.

How many pallets do you have in your warehouse?	2812
How many turns do you have each year?	8
Over how many days do you handle pallets a week?	5
Over how many shifts do you handle pallets?	3
By what percentage does your business increase during peak season?	0%
In your busiest hour, by how much does your pallet handling requirements peak?	0%

Like Share 8.3k

Pallet moves per year:	44992
Average pallet moves per week:	900
Average pallet moves per day:	180
Average pallet moves per shift:	60
Average pallet moves per hour:	7
Peak pallet moves per day:	180
Peak pallet moves per hour:	7

We estimate you require this number of Reach trucks to handle your peaks:	0	or a combination of this and others
We estimate you require this number of Sitdown trucks to handle your peaks:	0	or a combination of this and others
We estimate you require this number of Swing Reach trucks to handle your peaks:	0	or a combination of this and others
We estimate you require this number of Electric Pallet trucks to handle your peaks:	0	or a combination of this and others

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EMFAC2014 Emission Rates

Region Type: County

Region: Los Angeles (SC)

Calendar Year: 2016

Season: Annual

Vehicle Classification: EMFAC2011 Categories

Idling Emission Factors

Region	CalYr	Season	Veh_Class	Fuel	MdYr	Speed	CO_Idle (gms/hr)	NOX_Idle (gms/hr)	PM10_Idle (gms/hr)	PM2.5_Idle (gms/hr)
Los Angeles (SC)	2016	Annual	MDV	DSL	Aggregated	Idle	0.648	0.033	0.007	0.007
Los Angeles (SC)	2016	Annual	T6 Instate Heavy	DSL	Aggregated	Idle	7.235	66.596	0.199	0.191
Los Angeles (SC)	2016	Annual	T7 Tractor	DSL	Aggregated	Idle	7.472	51.532	0.106	0.101

Idling Emissions - Criteria Air Pollutants
Capitol Industrial Building
3718 Capitol Avenue
City of Industry, CA 90601

Operation: Shipping and Receiving, Truck Activities - Idling Emissions

Idling Duration (min)⁴

		EMFAC2014		
		Emissions Factor		
		gms/hr	lbs/hr	lbs/day
MDV¹	Trucks/Day <input type="text" value="7"/>			
2016 Carbon Monoxide (CO) Idling Emissions:		0.648	1.43E-03	1.67E-03
2016 Nitrogen Oxides (NOx) Idling Emissions:		0.033	7.31E-05	8.53E-05
2016 PM ₁₀ Idling Emissions:		0.007	1.52E-05	1.78E-05
2016 PM _{2.5} Idling Emissions:		0.007	1.46E-05	1.70E-05
T6 Instate Heavy²	Trucks/Day <input type="text" value="6"/>			
2016 Carbon Monoxide (CO) Idling Emissions:		7.235	1.59E-02	1.59E-02
2016 Nitrogen Oxides (NOx) Idling Emissions:		66.596	1.47E-01	1.47E-01
2016 PM ₁₀ Idling Emissions:		0.199	4.40E-04	4.40E-04
2016 PM _{2.5} Idling Emissions:		0.191	4.21E-04	4.21E-04
T7 Tractor³	Trucks/Day <input type="text" value="13"/>			
2016 Carbon Monoxide (CO) Idling Emissions:		7.472	1.65E-02	3.57E-02
2016 Nitrogen Oxides (NOx) Idling Emissions:		51.532	1.14E-01	2.46E-01
2016 PM ₁₀ Idling Emissions:		0.106	2.33E-04	5.04E-04
2016 PM _{2.5} Idling Emissions:		0.101	2.23E-04	4.82E-04
Total Idling Emissions			lbs/day	
2016 Carbon Monoxide (CO) Idling Emissions:			0.053	
2016 Nitrogen Oxides (NOx) Idling Emissions:			0.393	
2016 PM ₁₀ Idling Emissions:			0.001	
2016 PM _{2.5} Idling Emissions:			0.001	

¹ Idling emission factor for MDV class were obtained from EMFAC2014 for 2016.
² Idling emission factor for T6 Instate Heavy class were obtained from EMFAC2014 for 2016.
³ Idling emission factor for T7 Tractor class were obtained from EMFAC2014 for 2016.
⁴ CalEEMod assumes 10 minutes of truck idling.

POMONA FAIRPLEX, CALIFORNIA

Period of Record General Climate Summary - Temperature

Station:(047050) POMONA FAIRPLEX													
From Year=1893 To Year=2012													
	Monthly Averages			Daily Extremes				Monthly Extremes				Max. Temp.	
	Max.	Min.	Mean	High	Date	Low	Date	Highest Mean	Year	Lowest Mean	Year	>= 90 F	<= 32 F
	F	F	F	F	dd/yyyy or yyyymmdd	F	dd/yyyy or yyyymmdd	F	-	F	-	# Days	# Days
January	65.5	38.1	51.8	91	27/2003	21	07/1913	61.9	2003	40.3	1937	0.0	0.0
February	67.6	40.3	53.9	94	04/1995	22	06/1899	63.7	1991	46.5	1894	0.1	0.0
March	70.1	42.3	56.2	100	26/1988	26	01/1939	65.2	2004	49.0	1952	0.5	0.0
April	74.2	45.6	59.9	104	25/1898	29	06/1921	65.7	1987	52.3	1967	1.8	0.0
May	77.8	50.0	63.9	106	29/1984	31	01/1915	71.9	2009	58.5	1933	3.0	0.0
June	84.1	53.4	68.8	117	17/1917	38	01/1923	76.5	2006	63.5	1992	7.6	0.0
July	91.0	57.7	74.4	113	22/2006	37	04/2009	81.9	2006	68.1	1987	18.8	0.0
August	91.1	58.1	74.6	110	25/1894	42	27/1920	81.2	1967	70.2	1992	18.7	0.0
September	88.4	55.3	71.9	113	10/1948	38	26/1948	79.1	1984	64.8	1933	13.5	0.0
October	80.6	49.8	65.3	107	12/1950	29	31/1935	73.3	2003	58.1	1916	6.0	0.0
November	73.2	42.6	57.9	97	02/1949	24	12/1938	64.8	1976	51.4	1947	0.8	0.0
December	66.4	38.4	52.4	93	04/1979	22	22/1990	59.8	1980	45.2	1948	0.0	0.0
Annual	77.5	47.6	62.6	117	19170617	21	19130107	66.3	2003	59.5	1944	70.9	0.0
Winter	66.5	38.9	52.7	94	19950204	21	19130107	58.8	1986	44.6	1949	0.2	0.0

POMONA FAIRPLEX, CALIFORNIA (047050)

Period of Record Monthly Climate Summary

Period of Record : 11/01/1893 to 01/20/2015

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Average Max. Temperature (F)	65.5	67.6	70.1	74.2	77.8	84.1	91.0	91.1	88.4	80.6	73.2	66.4	77.5
Average Min. Temperature (F)	38.1	40.3	42.3	45.6	50.0	53.4	57.7	58.1	55.3	49.8	42.6	38.4	47.6
Average Total Precipitation (in.)	3.56	3.49	2.82	1.22	0.35	0.10	0.01	0.07	0.26	0.78	1.56	2.77	16.97
Average Total SnowFall (in.)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Average Snow Depth (in.)	0	0	0	0	0	0	0	0	0	0	0	0	0

Percent of possible observations for period of record.

Max. Temp.: 99.1% Min. Temp.: 99% Precipitation: 99% Snowfall: 95.5% Snow Depth: 95.3%

Check [Station Metadata](#) or [Metadata graphics](#) for more detail about data completeness.

Western Regional Climate Center, wrcc@dri.edu

WALNUT NI FC102C, CALIFORNIA (049431)

Period of Record Monthly Climate Summary

Period of Record : 12/01/1927 to 08/31/2000

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Average Max. Temperature (F)	Insuff icient Data												
Average Min. Temperature (F)	Insuff icient Data												
Average Total Precipitation (in.)	3.75	3.56	2.95	1.18	0.29	0.11	0.02	0.14	0.39	0.50	1.53	2.64	17.06
Average Total SnowFall (in.)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Average Snow Depth (in.)	0	0	0	0	0	0	0	0	0	0	0	0	0

Percent of possible observations for period of record.

Max. Temp.: 0% Min. Temp.: 0% Precipitation: 98.4% Snowfall: 98.8% Snow Depth: 98.8%

Check [Station Metadata](#) or [Metadata graphics](#) for more detail about data completeness.

Western Regional Climate Center, wrcc@dri.edu

Appendix B Noise Analysis

Appendix

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Noise Background Information

1. Noise and Vibration Basics

1.1 TERMINOLOGY AND NOISE DESCRIPTORS

The following are brief definitions of noise terminology:

- **Sound.** A vibratory disturbance that, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.
- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound on a logarithmic scale, which indicates the squared ratio of sound pressure amplitude to a reference sound pressure amplitude. The reference pressure is 20 micropascals.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels which approximates the frequency response of the human ear.
- **Equivalent Continuous Noise Level (L_{eq}).** The mean of the noise level averaged over the measurement period, regarded as an average level.
- **Day-Night Level (L_{dn}).** The energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring during the period from 10 PM to 7 AM. The L_{dn} and the CNEL are similar noise descriptors and rarely differ by more than 1 dBA.
- **Community Noise Equivalent Level (CNEL).** The energy average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added to the A-weighted sound levels occurring during the period from 7 to 10 PM and 10 dB added to the A-weighted sound levels occurring during the period from 10 PM to 7 AM.

Note that L_{dn} and CNEL values rarely differ by more than 1 dB. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent and are treated as such in this assessment.

- **Sensitive Receptor.** Certain land uses are particularly sensitive to noise and vibration. Noise- and vibration-sensitive receptors include land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, guest lodging (motels and hotels), libraries, religious institutions, hospitals, nursing homes, and passive recreation areas are generally more sensitive to noise than are commercial and industrial land uses.

1.2 CHARACTERISTICS OF SOUND

Sound is a pressure wave transmitted through the air. When an object vibrates, it radiates part of its energy as acoustical pressure in the form of a sound wave. Sound can be described in terms of amplitude (loudness), frequency (pitch), or duration (time). The standard unit of measurement of the loudness of sound is the decibel (dB). The human hearing system is not equally sensitive to sound at all frequencies. Sound waves below 16 Hz are not heard at all and are "felt" more as a vibration. Similarly, while people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz. Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale is usually used to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Because of the physical characteristics of noise transmission and noise perception, the relative loudness of sound does not closely match the actual amounts of sound energy. Table 1, Change in Sound Pressure Level, dB, presents the subjective effect of changes in sound pressure levels. Typical human hearing can detect changes of approximately 3 dBA or greater under normal conditions. Changes of 1 to 3 dBA are detectable under quiet, controlled conditions and changes of less than 1 dBA are usually indiscernible. A change of 5 dBA or greater is typically noticeable to most people in an exterior environment and a change of 10 dBA is perceived as a doubling (or halving) of the noise.

Change in Apparent Loudness	
± 3 dB	Threshold of human perceptibility
± 5 dB	Clearly noticeable change in noise level
± 10 dB	Half or twice as loud
± 20 dB	Much quieter or louder

Source: Bies and Hansen 2009.

1.2.1 Point and Line Sources

Noise may be generated from a point source, such as a piece of construction equipment, or from a line source, such as a road containing moving vehicles. Because noise spreads in an ever-widening pattern, the given amount of noise striking an object, such as an eardrum, is reduced with distance from the source. This is known as "spreading loss." The typical spreading loss for point source noise is 6 dBA per doubling of the distance from the noise source.

A line source of noise, such as vehicles proceeding down a roadway, would also be reduced with distance, but the rate of reduction is affected by both distance and the type of terrain over which the noise passes. Hard sites, such as developed areas with paving, reduce noise at a rate of 3 dBA per doubling of the distance while soft sites, such as undeveloped areas, open space and vegetated areas reduce noise at a rate of 4.5 dBA per doubling of the distance. These represent the extremes and most areas would actually contain a combination

of hard and soft elements with the noise reduction placed somewhere in between these two factors. Unfortunately the only way to actually determine the absolute amount of attenuation that an area provides is through field measurement under operating conditions with subsequent noise level measurements conducted at varying distances from a constant noise source.

Objects that block the line of sight attenuate the noise source if the receptor is located within the "shadow" of the blockage (such as behind a sound wall). If a receptor is located behind the wall, but has a view of the source, the wall would do little to reduce the noise. Additionally, a receptor located on the same side of the wall as the noise source may experience an increase in the perceived noise level, as the wall would reflect noise back to the receptor compounding the noise.

1.2.2 Noise Metrics

Several rating scales (or noise "metrics") exist to analyze adverse effects of noise, including traffic-generated noise, on a community. These scales include the equivalent noise level (Leq), the community noise equivalent level (CNEL) and the day/night noise level (Ldn). Leq is a measurement of the sound energy level averaged over a specified time period.

The CNEL noise metric is based on 24 hours of measurement. CNEL differs from Leq in that it applies a time-weighted factor designed to emphasize noise events that occur during the evening and nighttime hours (when quiet time and sleep disturbance is of particular concern). Noise occurring during the daytime period (7:00 AM to 7:00 PM) receives no penalty. Noise produced during the evening time period (7:00 to 10:00 PM) is penalized by 5 dB, while nighttime (10:00 PM to 7:00 AM) noise is penalized by 10 dB. The Ldn noise metric is similar to the CNEL metric except that the period from 7:00 to 10:00 PM receives no penalty. Both the CNEL and Ldn metrics yield approximately the same 24-hour value (within 1 dB) with the CNEL being the more restrictive (i.e., higher) of the two.

1.2.3 Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160 to 165 dBA will result in dizziness or loss of equilibrium. A sound level of 190 dBA will rupture the eardrum and permanently damage the inner ear. Table 2 shows typical noise levels from various noise sources.

Table 2 Typical Noise Levels from Noise Sources

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet Flyover at 1,000 feet		
	100	
Gas Lawn Mower at three feet		
	90	
Diesel Truck at 50 feet, at 50 mph		Food Blender at 3 feet
	80	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
	70	Vacuum Cleaner at 10 feet
Commercial Area		Normal speech at 3 feet
Heavy Traffic at 300 feet	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (background)
	20	
		Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: Caltrans 1998, Table N-2136.2.

1.3 CHARACTERISTICS OF VIBRATION

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration is normally associated with activities such as railroads or vibration-intensive stationary sources, but can also be associated with construction equipment, such as jackhammers, pile drivers, and hydraulic hammers. Vibration displacement is the distance that a point on a surface moves away from its original static position. The instantaneous speed that a point on a surface moves is described as the velocity, and the rate of change of the speed is described as the acceleration. Each of these descriptors can be used to correlate vibration to human response, building damage, and acceptable equipment vibration levels. During the construction of a building, the operation of construction equipment could cause groundborne vibration. The three main wave types of concern in the propagation of groundborne vibrations are surface or Rayleigh waves, compression or P-waves, and shear or S-waves.

- Surface or Rayleigh waves travel along the ground surface. They carry most of their energy along an expanding cylindrical wave front, similar to the ripples produced by throwing a rock into a lake. The

particle motion is more or less perpendicular to the direction of propagation (known as retrograde elliptical).

- Compression or P-waves are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal, in a push-pull motion. P-waves are analogous to airborne sound waves.
- Shear or S-waves are also body waves, carrying their energy along an expanding spherical wave front. Unlike P-waves, however, the particle motion is transverse, or perpendicular to the direction of propagation.

The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration amplitudes. PPV is defined as the maximum instantaneous peak of the vibration signal and RMS is defined as the square root of the average of the squared amplitude of the signal. PPV is more appropriate for evaluating potential building damage, whereas RMS is typically more suitable for evaluating human response.

The units for PPV and RMS velocity are normally inches per second (in/sec). Often, vibration is presented and discussed in dB units to compress the range of numbers required to describe the vibration. All PPV and RMS velocity are in in/sec and all vibration levels in this study are in dB relative to 1 micro-inch per second (abbreviated as VdB). The threshold of perception is approximately 65 VdB. Typically groundborne vibration generated by manmade activities attenuates rapidly with distance from the source of the vibration. Manmade vibration problems are usually confined to short distances (500 feet or less) from the source.

Construction generally includes a wide range of activities that can generate groundborne vibration. In general, demolition of structures generates the highest vibrations. Vibratory compactors or rollers, pile drivers, and pavement breakers can generate perceptible amounts of vibration at distances within 200 feet of the vibration sources. Heavy trucks can also generate groundborne vibrations that vary, depending on vehicle type, weight, and pavement conditions. Potholes, pavement joints, discontinuities, differential settlement of pavement, etc., all increase the vibration levels from vehicles passing over a road surface. Construction vibration is normally of greater concern than vibration of normal traffic on streets and freeways with smooth pavement conditions. Trains generate substantial quantities of vibration due to their engines, steel wheels, and heavy loads.

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2. Noise Regulatory Environment

To limit exposure of people to intrusive and physically and/or psychologically damaging noise levels, the federal government, the State of California, some county governments, and most municipalities in the state have established standards and ordinances to control noise. The proposed project site is within the City of Industry, but the city boundary is along Nelson Avenue; immediately to the north of the site. Beyond Nelson Avenue, farther to the north, is a residential area within the City of La Puente. Both the City of Industry and the City of La Puente are in Los Angeles County. The pertinent federal and local regulations regarding noise and vibration are discussed below.

2.1 FEDERAL

2.1.1 Noise

The federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the U.S. Environmental Protection Agency (EPA). Noise exposure of this type is dependent on work conditions and is addressed through a facility's Health and Safety Plan. The construction of the project would be subject to these OSHA limitations and all workers would receive appropriate training, hearing protection, and breaks, accordingly, ensuring that they are not exposed to harmful noise levels. Similarly, once operational, noise in the workplace would be subject to OSHA limitations.

The U.S. Department of Housing and Urban Development (HUD) has set a goal of 45 dBA Ldn as a desirable maximum interior standard for residential units developed under HUD funding. This level is also generally accepted within the State of California. While HUD does not specify acceptable exterior noise levels, standard construction of residential dwellings constructed under Code of Federal Regulations, Title 24 standards typically provide 20 dBA of attenuation with the windows closed. Based on this premise, the exterior Ldn should not exceed 65 dBA.

2.1.2 Vibration

The human reaction to various levels of vibration varies from person to persons and is highly subjective. Table 3 shows the level at which vibration becomes perceptible based on various types of land uses that are sensitive to vibration.

Table 3 Vibration Perceptibility

Land Use Category	Max L _v (VdB) ¹	Description
Workshop	90	Distinctly felt vibration. Appropriate to workshops and non-sensitive areas
Office	84	Felt vibration. Appropriate to offices and non-sensitive areas.
Residential – Daytime	78	Barely felt vibration. Adequate for computer equipment.
Residential – Nighttime	72	Vibration not felt, but groundborne noise may be audible inside quiet rooms.

Source: FTA 2006.

¹ As measured in 1/3 octave bands of frequency over the frequency ranges of 8 to 80 Hz.

In addition to the vibration standards for human annoyance, the FTA also has vibration standards for architectural damage, as shown in Table 4. Architectural damage is possible when the peak particle velocity (PPV) exceeds 0.2 inch per second. This criterion is the threshold at which there is a risk of damage to residential buildings. For structures of reinforced concrete, steel, or timber, architectural damage is possible when the PPV exceeds 0.5 inch per second.

Table 4 Groundborne Vibration Impact Criteria, Architectural Damage

Building Category	PPV (inches per second) ¹	VdB
I. Reinforced concrete, steel, or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Source: FTA 2006.

¹ RMS velocity calculated from vibration level (VdB) using the reference of one micro-inch per second.

2.2 STATE OF CALIFORNIA

The California Office of Noise Control has set acceptable noise limits for sensitive uses. Sensitive-type land uses, such as homes and schools, are “normally acceptable” in exterior noise environments up to 65 dBA CNEL and “conditionally acceptable” in areas up to 70 dBA CNEL. A “conditionally acceptable” designation implies that new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use type is made and needed noise insulation features are incorporated in the design. By comparison, a “normally acceptable” designation indicates that standard construction can occur with no special noise reduction requirements.

Applicable interior standards for new multi-family dwellings are governed by Title 24 of the California Code of Regulations (California Building Standards Code). These standards require that acoustical studies be performed prior to construction in areas that exceed 60 dBA Ldn. Such studies are required to establish measures that will limit interior noise to no more than 45 dBA Ldn and this level has been applied to many communities in California.

2.3 LOCAL

2.3.1 County of Los Angeles Standards

The County of Los Angeles regulates noise through the County Code, Title 12, Chapter 12.08 (Noise Control). Pursuant to the County Code, the county restricts noise levels generated at a property from exceeding certain noise levels for extended periods of time.

Stationary Sources of Noise

The County of Los Angeles noise and vibration regulation is provided within Title 12, Chapter 12.08, of the County Code. Table 5 identifies the maximum permissible noise limits generated by stationary sources of noise at noise zones within the County. Pursuant to the Noise Ordinance, the County restricts noise levels generated at a property from exceeding certain noise levels for extended periods of time. The standards are applied to non-transportation fans, blowers, pumps, turbines, saws, engines, and other like machinery. These standards do not gauge the compatibility of developments in the noise environment, but provide restrictions on the amount and duration of noise generated at a property, as measured at the property line of the noise receptor. The County's Noise Ordinance is designed to protect people from objectionable non-transportation noise sources such as music, machinery, pumps, and heating, ventilation and air conditioning (HVAC) systems.

Table 5 County of Los Angeles Community Noise Criteria

Noise Zone	Time Period	Exterior Noise Limits (dBA)				
		Standard 1	Standard 2	Standard 3	Standard 4	Standard 5
		L ₅₀	L ₂₅	L _{8.3}	L _{1.7}	L _{max}
Noise Sensitive Area	Anytime	45	50	55	60	65
Residential Properties	10 PM to 7 AM	45	50	55	60	65
	7 AM to 10 PM	50	55	60	65	70
Commercial Properties	10 PM to 7 AM	55	60	65	70	75
	7 AM to 10 PM	60	65	70	75	80
Industrial Properties	Anytime	70	75	80	85	90

Source: County of Los Angeles Municipal Code Section 12.08.390

Notes:

- If the measured ambient level differs from that permissible within any of the noise limit categories above, the allowable noise exposure standard shall reflect the ambient noise level.
- If the measurement location is on a boundary property between two different zones, the exterior noise standard shall be the arithmetic mean of the exterior noise levels, except when an intruding noise source originates on an industrial property and is impacting another noise zone, the applicable exterior noise level shall be the daytime exterior noise level for the receptor property.
- For any source of sound which emits a pure tone or impulsive noise, the maximum permissible noise levels shall be reduced by five decibels.

- Standard No. 1 shall be the exterior noise level which may not be exceeded for a cumulative period of more than 30 minutes in any hour. Standard No. 1 shall be the applicable L₅₀ noise level shown above; or, if the ambient L₅₀ exceeds the foregoing level, then the ambient L₅₀ becomes the exterior noise level for Standard No. 1.

- Standard No. 2 shall be the exterior noise level which may not be exceeded for a cumulative period of more than 15 minutes in any hour. Standard No. 2 shall be the applicable L_{50} noise level shown above plus 5dB; or, if the ambient L_{25} exceeds the foregoing level, then the ambient L_{25} becomes the exterior noise level for Standard No. 2.
- Standard No. 3 shall be the exterior noise level which may not be exceeded for a cumulative period of more than five minutes in any hour. Standard No. 3 shall be the applicable L_{50} noise level shown above plus 10dB; or, if the ambient L_8 exceeds the foregoing level, then the ambient L_8 becomes exterior noise level for Standard No. 3.
- Standard No. 4 shall be the exterior noise level which may not be exceeded for a cumulative period of more than one minute in any hour. Standard No. 4 shall be the applicable L_{50} noise level shown above plus 15dB; or, if the ambient L_2 exceeds the foregoing level, then the ambient L_2 becomes the exterior noise level for Standard No. 4.
- Standard No. 5 shall be the exterior noise level which may not be exceeded for any period of time. Standard No. 5 shall be the applicable L_{50} noise level shown above plus 20dB; or, if the ambient L_0 exceeds the foregoing level then the ambient L_{max} becomes the exterior noise level for Standard No. 5.

Construction Noise

The County also regulates construction noise through the County Code sections 12.08.440 and 12.12.030. Pursuant to section 12.08.440, the County prohibits the operation of tools or equipment used in construction between weekday hours of 7:00 PM and 7:00 AM, or at any time on Sundays or holidays, such that the sound creates a noise disturbance across a residential or commercial real-property line. For these tools, the County also sets maximum noise limits for long-term construction operation as shown in Table 6. However, the County permits noise levels to exceed these limits if the activity, operation, or noise source cannot be feasibly be done in a manner that would comply with these conditions. In addition, the County prohibits construction activities that involve excavating/earth moving activities between weekday hours of 8:00 PM and 6:30 AM, or at any time on Sundays or holidays that makes loud noises that disturb persons occupying sleeping quarters in a place of residence.

Table 6 Maximum Construction Noise for Stationary Equipment Operating for Periods 10 Days or More

Time Period	Single-Family Residential	Multi-Family Residential	Semi-residential/ Commercial
Daily, except Sundays and legal holidays, 7:00 AM to 8:00 PM	60 dBA	65 dBA	70dBA
Daily, 8:00 PM to 7:00 AM and all day Sunday and legal holidays	50 dBA	55 dBA	60 dBA

Source: County of Los Angeles Municipal Code Section 12.08.440 for repetitively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment.

Vibration

The County of Los Angeles Municipal Code, Section 12.08.560, prohibits the operation of any device that creates vibration that is above 0.01 in/sec at or beyond the property boundary of the source, if on private property, or at 150 feet from the source, if on a public space or public right-of-way. This criterion will be utilized to evaluate vibration-annoyance impacts from industrial uses to nearby sensitive receptors.

2.3.2 City of Industry Standards

Industry Noise Standards

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the City of Industry addresses public nuisances under Chapter 1.30 (Public Nuisance) of the City's Municipal Code. The City of Industry has not adopted long-term noise and vibration criteria for land use compatibility consideration. The City of Industry uses the County of Los Angeles Noise Ordinance and Community Noise Guidelines for environmental noise assessments, and is included by reference in the City of Industry Municipal Code. For the purpose of CEQA analysis for projects in the City, the noise standards contained in the County's noise ordinance (as presented above) are used as significance thresholds for noise.

Industry Vibration Standards

The City of Industry does not have regulatory standards for construction or operational vibration sources. To evaluate project impacts for CEQA analyses, the City relies on the Los Angeles County Municipal Code to address vibration impacts from the operation of equipment to adjacent uses.

2.3.3 City of Whittier Standards

Whittier Noise Standards

The City of Whittier does not prescribe to specific numeric noise standards within its noise ordinance. Section 8.32.030 of the City's Municipal Code Noise Control Ordinance states:

It shall be unlawful for any person to willfully make or continue, or cause to be made or continued, any excessive or unreasonable noise, which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.

Parameters used to determine a noise violation under this section includes 1) the level of noise; 2) whether the nature of the noise is usual or unusual; 3) whether the origin of the noise is natural or unnatural; 4) the level and intensity of the background noise; 5) the proximity of the noise to the residential sleeping facilities; 6) the nature and zoning of the area within which the noise emanates; 7) the density of the inhabitation of the area within which the noise emanates; 8) the time of the day and night the noise occurs; 9) the duration of the noise, including whether it is of a temporary or short-term nature; 10) whether the noise is recurrent, intermittent, or constant; and 11) whether the noise is produced by a commercial or noncommercial activity.

Whittier Construction Noise Standards

Per Section 8.31.080 of the City's Municipal Code, construction activities are permitted during the hours of 7:00 AM to 9:00 PM on weekdays and from 9:00 AM to 9:00 PM on weekends and legal holidays.

Whittier Vibration Standards

The City has no established vibration standards.

As the City of Whittier has no numerical noise level standards, for purposes of this analysis, the noise standards contained in the County's noise ordinance are also considered in determining the level of significance for stationary noise impacts to off-site noise sensitive receptors in the City of Whittier.

3. References

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- U. S. Environmental Protection Agency (EPA). 1971, December. *Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances*. Prepared by Bolt Beranek and Newman, Inc., Cambridge, MA for the U.S. EPA Office of Noise Abatement and Control. Washington, D.C.

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December 2015 | MITIGATION MONITORING PROGRAM

Capitol Industrial Building

Development Plan 15-15

Prepared for:

City of Industry

Brian James, Planning Director
15625 East Stafford, Suite 100
City of Industry, California 91744-0366
626.333.2211

Prepared by:

PlaceWorks

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Project Number: IND-07.145



Mitigation Monitoring Program

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Mitigation Monitoring Program

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Mitigation Monitoring Program

1. Introduction

1.1 PURPOSE OF MITIGATION MONITORING PROGRAM

This Mitigation Monitoring Program (MMP) has been developed to provide a vehicle to monitor mitigation measures and conditions of approval outlined in the Mitigated Negative Declaration. The MMP has been prepared in conformance with Section 21081.6 of the Public Resources Code and City of Industry monitoring requirements. Section 21081.6 states:

(a) When making the findings required by paragraph (1) of subdivision subsection (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:

(1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.

(2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

(b) A public agency shall provide that measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or, in the case of the adoption of a plan, policy, regulation, or other public project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.

(c) Prior to the close of the public review period for a draft environmental impact report or mitigated negative declaration, a responsible agency, or a public agency having jurisdiction over natural resources affected by the project, shall either submit to the lead agency complete and detailed performance objectives for mitigation measures which would address the significant effects on the environment identified by the responsible agency or agency having jurisdiction over natural resources affected by the project, or refer the lead agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a lead agency by a responsible agency or an agency having jurisdiction over natural resources affected by the project shall be limited to measures which mitigate impacts to resources which are subject to the statutory authority of, and definitions applicable to, that

Mitigation Monitoring Program

agency. Compliance or noncompliance by a responsible agency or agency having jurisdiction over natural resources affected by a project with that requirement shall not limit the authority of the responsible agency or agency having jurisdiction over natural resources affected by a project, or the authority of the lead agency, to approve, condition, or deny projects as provided by this division or any other provision of law.

The MMP will serve to document compliance with adopted/certified mitigation measures that are formulated to minimize impacts associated with the construction of the proposed project.

1.2 PROJECT SUMMARY

The project consists of construction and operation of a 36,161-square-foot industrial warehouse building consisting of warehouse use on the first floor and office use on the first floor and on a mezzanine level on a 1.69-acre site. Parking would consist of 65 automobile parking spaces, four truck bays, and one grade-level truck loading space. The project would provide 8,678 square feet of landscaping.

1.3 PROJECT LOCATION

The project site is at 3718 Capitol Avenue near the west end of the City of Industry in central Los Angeles County, California. The project site is in the southwest San Gabriel Valley, approximately 0.6 mile southeast of the San Gabriel River and about 1.1 mile southwest of the junction of Interstate 605 (I-605) and State Route 60 (SR-60). The 1.69-acre site is a vacant paved parking lot. The site is surrounded by industrial uses to the west and east; by industrial uses opposite Capitol Avenue to the north; and by Union Pacific Railroad tracks and a distribution warehouse in unincorporated Los Angeles County to the south.

1.4 ENVIRONMENTAL IMPACTS

The environmental document for this project is a "Mitigated Negative Declaration," meaning that at least one impact was found to be potentially significant unless mitigation was incorporated. In this instance, mitigation was required for environmental impacts in one evaluation category, air quality. With adoption of mitigation measures, the Initial Study found that all identified impacts would be reduced to a less than significant level. No impacts were found to be significant and unavoidable.

1.5 MITIGATION MONITORING PROGRAM ORGANIZATION

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the Mitigated Negative Declaration, specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the MMP. To effectively track and document the status of mitigation measures, a mitigation matrix has been prepared.

Mitigation Monitoring Program

Table 1 Mitigation Monitoring Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
3.3 AIR QUALITY						
<p>AQ-1 The construction contractor(s) shall implement one of the following:</p> <ul style="list-style-type: none"> Option A: Use equipment that meets the United States Environmental Protection Agency (EPA)-Certified Tier 4 off-road emissions standards for off-road diesel-powered construction equipment greater than 50 horsepower during rough grading activity. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. Prior to rough grading, the project engineer shall ensure that all construction management and grading plans clearly show the requirement for EPA Tier 4 or higher emissions standards for construction equipment over 50 horsepower. During rough grading, the construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the Engineering Department Official or their designee. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449. Option B: Limit the daily amount of soil haul to a maximum of 110 truck trips per day if 14-cubic yard haul trucks are used, assuming a one-way haul distance of 19 miles (approximately 770 cubic yards of soil haul per day). If the one-way haul distance is greater than 19 miles, total overall daily haul truck miles traveled shall not exceed 2,090 miles. These requirements shall be noted on all construction management plans. 	During Project Operation	Construction contractor	Planning Department	Planning Department		

Mitigation Monitoring Program

3.5 CULTURAL RESOURCES							
CR-1	If buried archaeological resources are discovered during ground-disturbing activities, work shall stop in that area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if appropriate, collect the resource(s). Ground-disturbing activities may resume once the Planning Director or his/her designee is satisfied that adequate recovery efforts have taken place.	During Construction	Construction contractor	Planning Department	Planning Department		
CR-2	If buried paleontological resources are discovered during ground-disturbing activities, work shall stop in that area and within 100 feet of the find until a qualified paleontologist can assess the significance of the find and, if appropriate, collect the resource(s). Ground-disturbing activities may resume once the Planning Director or his/her designee is satisfied that adequate recovery efforts have taken place.	During Construction	Construction contractor	Planning Department	Planning Department		

Attachment 5
Resolution No. CC 2016-23

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RESOLUTION NO. CC 2016-23

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, APPROVING DEVELOPMENT PLAN NO. 15-15 FOR THE CONSTRUCTION OF A 36,161 SQUARE FOOT INDUSTRIAL BUILDING LOCATED AT 3718 CAPITOL AVENUE IN THE CITY OF INDUSTRY, CALIFORNIA

RECITALS

WHEREAS, on August 21, 2015, CEG Construction on behalf of Ajax Industrial Investors LLC., (“Applicant”) filed a complete application requesting the approval of Development Plan (“DP”) No. 15-15 described herein (“Application”); and

WHEREAS, the Application applies to a 1.9 acre property at 3718 Capitol Avenue, City of Industry, California, Assessor’s Parcel Number 8125-014-031 (“Property”); and

WHEREAS, the Applicant desires to construct an industrial warehouse building (36,161 square feet) within the “M”-Manufacturing Zone (the “Project”), and in accordance with Section 17.36.020 of the City’s Municipal Code (“Code”), a Development Plan is required for this type of activity; and

WHEREAS, the Land Use Element of the General Plan designates the Property as Employment. The Project is consistent with the General Plan as the construction of an industrial building is similar to other industrial and manufacturing buildings in the same land use designation, and does not conflict with the established goals and objectives of the Land Use Element; and

WHEREAS, an Environmental Assessment form was submitted by the Applicant pursuant to the City’s requirements. Based upon the information received and Staff’s review and assessment, it was determined that the Application could have a significant impact on the environment, and an Initial Study/Mitigated Negative Declaration was prepared in accordance with the requirements of the California Environmental Quality Act (“CEQA”), California Public Resources Code section 21000 et seq., the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, sections 15000 et seq., and the Environmental Impact Report Guidelines of the City of Industry; and

WHEREAS, the Initial Study/Mitigated Negative Declaration was circulated for public and agency review and comment on March 24, 2016, through, and including, March 9, 2016; and

WHEREAS, the Initial Study/Mitigated Negative Declaration concluded that implementation of the Project could result in a significant effect on the environment and identified mitigation measures that would reduce the significant effects to a less-than-significant level. The mitigation measures address the use of equipment meeting the

Environmental Protection Agency-Certified off-road emissions standards during rough grading activity or limiting the amount of soil haul and the need to suspend grading work within 100 feet of a find if paleontological or tribal cultural resources are discovered; and

WHEREAS, on April 14, 2016, the City Council of the City of Industry conducted a duly noticed public meeting on the Application, and considered all testimony written and oral; and

WHEREAS, all legal prerequisites have occurred prior to the adoption of this Resolution.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF INDUSTRY DOES HEREBY RESOLVE, DETERMINE, FIND, AND ORDER AS FOLLOWS:

SECTION 1: The City Council finds that all of the facts set forth in the Recitals are true and correct, and are incorporated herein by reference.

SECTION 2: All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State law and the City's Code.

SECTION 3. Based upon substantial evidence presented to the City Council during the April 14, 2016 public meeting, including public testimony and written and oral staff reports, and which includes without limitation, CEQA, the CEQA Guidelines, the Mitigated Negative Declaration, and the City's Code, the City Council finds as follows:

A. The Property is suitable for development in accordance with the Development Plan because the Property was previously subdivided to comply with minimum lot area and frontage requirements, is flat and free from hazards as noted in the accompanying Initial Study/Mitigated Negative Declaration, and is designated as Employment in the General Plan and zoned Manufacturing, which are consistent with the proposed industrial development; and

B. The total development is arranged so as to avoid traffic congestion, ensure the public health, safety and general welfare or prevent adverse effects upon neighboring properties because, as noted in the accompanying Initial Study/Mitigated Negative Declaration, the Project would add approximately 130 vehicle trips, which equates to approximately 14 morning trips and 16 evening trips, which would not significantly impact road capacity. In addition, the proposed project provides the necessary setback of the building and loading areas, adequately screens the loading area, presents a professional and coordinated architectural and landscape design. In addition, the attached conditions of approval set operational and management standards that ensure the business that will operate in a manner consistent with the General Plan's policies related to noise, safety, property maintenance, and maintaining a professional appearance; and

C. The development is in general accord with all elements of the Industry Zoning Ordinance because, with the approval of the Development Plan, the project complies with development standards in regards to building setbacks, height, parking, access, screening, and design; and

D. The development is consistent with the provisions of the City's General Plan because the Property is designated as Employment, which allows the development of buildings for industrial uses; and

E. Based on the foregoing, the City Council approves Development Plan No. 15-15, subject to the Conditions of Approval, attached hereto as Exhibit A, and incorporated herein by reference.

SECTION 4: The provisions of this Resolution are severable and if any provision, clause, sentence, word or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, sections, words or parts thereof of the Resolution or their applicability to other persons or circumstances.

SECTION 5: That the City Clerk shall certify to the adoption of this Resolution and that the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Industry at a regular meeting held on April 14, 2016 by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

Mark D. Radecki, Mayor

ATTEST:

Cecelia Dunlap, Deputy City Clerk



CITY OF INDUSTRY

P.O. Box 3366 • 15625 E. Stafford St. • City of Industry, CA 91744-0366 • (626) 333-2211 • FAX (626) 961-6795

EXHIBIT A

Standard Requirements and Conditions of Approval

Application: Development Plan 15-15

Applicant: C.E.G. Construction

Location: 3718 Capitol Avenue

Conditions of Approval

Conditions of approval are unique provisions, beyond the requirements of law, the municipal code, or standard practices that are applied to a project by the City Council per Section 17.36.080 of the Zoning Code. Please note that if the design of your project or site conditions change, the conditions of approval may also change. If you have any questions regarding these requirements, please contact the City of Industry.

1. Electronic gates shall be equipped with a lock box approved by the Los Angeles County Fire and Sheriff Departments, electric switch, and an alternative energy back-up system, such as a generator or battery, which would allow operation of the security gate(s) during an electrical power outage. Access through the gates shall be provided for both the Los Angeles County Fire and Sheriff Departments.
2. Roof-top address numbers that would only be visible from the air shall be installed to assist air borne patrols. The numbering shall be a minimum of 3 feet and of a color that contrasts with the roof. If applicable, addresses will include designators for individual tenant addresses, such as Unit A.
3. The Sheriff Department's radios cannot penetrate long spans of concrete that are not penetrated by cuts for windows, doors, and loading bays. In case of emergency, use of any internal public address system/intercom offers a communication method. Upon request, the Los Angeles County Sheriff Department shall be provided access to the internal public address/intercom system.
4. According to the Los Angeles County Sheriff Department, most thefts occur in the loading areas. To help address this, the Sheriff Department will discuss and recommend security measures as a courtesy. Upon application for a Use Permit, the Applicants shall provide a security plan and evacuation plan for review and comment by the Los Angeles County Sheriff Department, including product type and website information.
5. The construction contractor(s) shall implement one of the following:
 - Option A: Use equipment that meets the United States Environmental Protection Agency (EPA)-Certified Tier 4 off-road emissions standards for off-road diesel-powered construction equipment greater than 50 horsepower during rough grading activity. Any emissions control device used by the contractor shall achieve emissions

- reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. Prior to rough grading, the project engineer shall ensure that all construction management and grading plans clearly show the requirement for EPA Tier 4 or higher emissions standards for construction equipment over 50 horsepower. During rough grading, the construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the Engineering Department Official or their designee. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449.
- Option B: Limit the daily amount of soil haul to a maximum of 110 truck trips per day if 14-cubic yard haul trucks are used, assuming a one-way haul distance of 19 miles (approximately 770 cubic yards of soil haul per day). If the one-way haul distance is greater than 19 miles, total overall daily haul truck miles traveled shall not exceed 2,090 miles. These requirements shall be noted on all construction management plans.
6. If buried paleontological resources are discovered during ground-disturbing activities, work shall stop in that area and within 100 feet of the find until a qualified paleontologist can assess the significance of the find and, if appropriate, collect the resource(s). Ground-disturbing activities may resume once the Planning Director or his/her designee is satisfied that adequate recovery efforts have taken place.
 7. High definition 24-hour time lapse security cameras shall be installed and properly maintained on the interior of the business at locations recommended by the Sheriff's Department capable of color recording and storing a minimum of 30 days of continuous video. The security cameras shall be in operation at all times when the business is operating. To the extent allowed by law, the establishment operators may be required to provide any tapes or other recording media from the security cameras to the Sheriff's Department. The exact location and quantity of all security cameras shall be subject to approval by the Sheriff's Department prior to final occupancy.

Code Requirements and Standards

The following is a list of code requirements and standards deemed applicable to the proposed project. The list is intended to assist the Applicant by identifying requirements that must be satisfied during the various stages of project permitting, implementation, and operation. It should be noted that this list is in addition to any "conditions of approval" adopted by the City Council and noted above. Please note that if the design of your project or site conditions change, the list may also change. If you have any questions regarding these requirements, please contact the City of Industry.

1. The approval expires twelve (12) months after the date of approval by the City Council if a building permit for each building and structure thereby approved has not been obtained within such period.
2. In conformance with Chapter 13.18 of the Municipal Code, the Applicant shall provide

landscaping and automatic irrigation plans to be approved by the Planning Director prior to the issuance of a building permit. Such plans shall be in substantial conformity with the approved development plan.

3. The Applicant shall construct adequate fire protection facilities to the satisfaction of the Los Angeles County Fire Department.
4. All exterior surfaces of buildings and appurtenant structures shall be painted in accordance with the approved development plan.
5. Depending upon the nature of the proposed use, the Applicant shall obtain an Industrial Waste Permit or receive Domestic Wastewater Clearance from the City Engineer.
6. The Applicant shall provide off-street parking as shown on the approved development plan.
7. The Applicant shall construct curb, gutter, pave-out, necessary drainage facilities, and sidewalk along street frontage in accordance with City standards and specifications as depicted on the approved development plan.
8. The Applicant shall supply sanitary sewer facilities to serve all buildings to the satisfaction of the City Engineer prior to the final approval of the development and hook-up of utilities. One sewer connection per parcel is permitted and, in the case of multiple units or buildings, all sewer lines must join together at the connection point.
9. The Applicant shall provide drainage and grading plans to be approved by the City Engineer prior to the issuance of a building permit. Such plans shall be in substantial conformity with the development plans.
10. In conformance with Chapter 13.16 of the Municipal Code and prior to the start of grading and construction, the Applicant will provide a Stormwater Pollution Prevention Plan (SWPPP), developed by a Qualified SWPPP Developer (QSD) and consistent with the current National Pollutant Discharge Elimination System (NPDES) construction general permit, along with proof that a Waste Discharger Identification (WDID) Number has been obtained, to the City Engineer for review and approval.
11. In conformance with Chapter 13.16 of the Municipal Code and prior to the start of grading and construction, the Applicant will implement an effective combination of erosion and sediment control BMPs consistent with the NPDES construction general permit to prevent erosion and sediment loss and the discharge of construction wastes, to the satisfaction of the City Engineer, which shall be in the form of a storm water soil loss prevention plan (also called an erosion control plan or a water pollution control plan).
12. In conformance with Chapter 13.16 of the Municipal Code, the Applicant shall provide: 1) a Low Impact Development (LID) plan; and 2) an operations, maintenance, and monitoring plan to the City Engineer for review and approval. Upon approval, the Applicant shall construct storm drains and water quality devices according to the approved plans and the satisfaction of the City Engineer. Prior to building final and/or issuance of the certificate of occupancy, the Applicant shall provide the City Engineer with a signed and recorded covenant and agreement stating that the Property and all structural or treatment control Best Management Practices (BMPs) will be maintained in compliance with the municipal

NPDES permit (also sometimes called the MS4 Permit) and other applicable regulatory requirements.

13. In conformance with Chapter 13.16 of the Municipal Code, all future owners or successors of a property subject to a requirement for maintenance of structural and treatment control BMPs must either: 1) assume responsibility for maintenance of any existing structural or treatment control BMPs at least once a year and retain proof of maintenance/inspection for review by the City Engineer upon request; or 2) replace an existing structural or treatment control BMP with new control measures or BMPs meeting the then current standards of the City and the municipal NPDES permit. Prior to building final and/or issuance of the certificate of occupancy, this requirement will be included in a recorded restrictive covenant on Property and included in any sale or lease agreement or deed of the Property.
14. The Applicant shall provide building plans to be approved prior to the issuance of a building permit. Such plans shall be in substantial conformity with the development plans. Building plans shall be submitted to and approved by the Los Angeles County Engineer's Office - Building and Safety Division prior to the issuance of a building permit. All development shall be completed in substantial compliance with the approved development plan.
15. Street lights shall be designed and installed along the street frontage of a development to the satisfaction of the City Engineer and as depicted on XX (e.g. approved development plan).
16. Demolition and construction operations shall be limited to the hours prescribed by the Los Angeles County Noise Ordinance (Los Angeles County Municipal Code, Section 12.08.390).
17. No outdoor storage of any personal property, building materials, or other property not permanently affixed to the Property is allowed.
18. Should archeological resources be uncovered during site preparation, grading, or excavation, work shall be stopped for a period not to exceed 14 days. The find shall be immediately evaluated for significance by a county-certified archaeologist. If the archaeological resources are found to be significant, the archaeologist shall perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit resources to the California State University Fullerton; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).
19. Prior to Planning Final, all outstanding fees and invoices due to the City shall be paid in full. If requested by City Staff, the Applicant shall provide proof of payment.

Interpretation and Enforcement

1. The Applicant shall comply with all applicable code requirements, conditions of approval, laws, rules, and regulations applicable to the development of the project.
2. The Planning Director may interpret the implementation of each condition of approval and, with advanced notice, grant minor amendments to approved plans and/or conditions of

approval based on changed circumstances, new information, and/or relevant factors as long as the spirit and intent of the approved condition of approval is satisfied. Permits shall not be issued until the proposed minor amendment has been reviewed and approved for conformance with the intent of the approved condition of approval. If the proposed changes are substantial in nature, an amendment to the original entitlement may be required pursuant to the provisions of Industry Municipal Code.

Indemnification and Hold Harmless Condition

1. The Applicant and each of its heirs, successors and assigns, shall defend, indemnify and hold harmless the City of Industry and its agents, officers, and employees from any claim, action or proceedings, liability cost, including attorney's fees and costs against the City or its agents, officers or employees, to attack, set aside, void or annul any approval of the City, including but not limited to any approval granted by the City Council and Planning Commission concerning this project. The City shall promptly notify the Applicant of any claim, action or proceeding and should cooperate fully in the defense thereof.

*CITY COUNCIL
APRIL 14, 2016
REGULAR MEETING*

ITEM NO. 6.1 A & B

HANDOUT ITEMS

RESOLUTION NO. CC 2016-22

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, MAKING FINDINGS AND ADOPTING THE INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION AND A MITIGATION MONITORING AND REPORTING PROGRAM FOR A DEVELOPMENT PLAN FOR THE CONSTRUCTION OF A 34,710 SQUARE FOOT INDUSTRIAL BUILDING LOCATED AT 3718 CAPITOL AVENUE IN THE CITY OF INDUSTRY

RECITALS

WHEREAS, on August 21, 2015, CEG Construction on behalf of Ajax Industrial Investors LLC., (“Applicant”) filed a complete application requesting the approval of Development Plan (“DP”) No. 15-15 described herein (“Application”); and

WHEREAS, the Application applies to a 1.9 acre property at 3718 Capitol Avenue, City of Industry, California, Assessor’s Parcel Number 8125-014-031 (“Property”); and

WHEREAS, the Applicant desires to construct an industrial warehouse building (34,710 square feet) within the “M”-Manufacturing Zone (the “Project”), and in accordance with Section 17.36.020 of the City’s Municipal Code (“Code”), a Development Plan is required for this type of activity; and

WHEREAS, the Land Use Element of the General Plan designates the Property as Employment. The Project is consistent with the General Plan as the construction of an industrial building is similar to other industrial and manufacturing buildings in the same land use designation, and does not conflict with the established goals and objectives of the Land Use Element; and

WHEREAS, in accordance with CEQA, California Environmental Quality Act (“CEQA”), California Public Resources Code section 21000 *et seq.*, the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, sections 15000 *et seq.*, and the Environmental Impact Report Guidelines of the City, an initial study was performed, the result of which was preparation and circulation of a mitigated negative declaration (“IS/MND”) analyzing the proposed Project and concluding that approval of the Project could not have a significant effect on the environment because the impacts of the Project could all be mitigated to levels below established CEQA thresholds of significance with the adoption of mitigation measures and enforcement of such measures through a Mitigation Monitoring and Reporting Program (“MMRP”); and

WHEREAS, the Initial Study/Mitigated Negative Declaration was circulated for public and agency review and comment on March 24 , 2016, through, and including, April 13, 2016. Copies of the Initial Study/Mitigated Negative Declaration were made available to the public at the Planning Department on March 24, 2016, and the Initial Study/Mitigated Negative Declaration was distributed to interested parties and agencies.

On March 24, 2016, a Notice of Intent to Adopt a Mitigated Negative Declaration (Exhibit A), including the time and place of the City Council meeting to review the Application and Initial Study/Mitigated Negative Declaration, was published in the local newspaper and posted at the Project site, City Hall, Council Chambers and Fire Station 118; and

WHEREAS, the Initial Study/Mitigated Negative Declaration concluded that implementation of the Project could result in a significant effect on the environment and identified mitigation measures that would reduce the significant effects to a less-than-significant level. The mitigation measures address the use of equipment meeting the Environmental Protection Agency-Certified off-road emissions standards during rough grading activity or limiting the amount of soil haul and the need to suspend grading work within 100 feet of a find if paleontological or tribal cultural resources are discovered; and

WHEREAS, on April 14, 2016, the City Council of the City of Industry conducted a duly noticed public meeting to consider the Initial Study/Mitigated Negative Declaration and MMRP, and considered all testimony written and oral; and

WHEREAS, the City Council has reviewed and carefully considered the information in the Initial Study/Mitigated Negative Declaration and the MMRP, including all comment letters submitted, and makes the findings contained in this Resolution, and adopts the Initial Study/Mitigated Negative Declaration and the MMRP, as an objective and accurate document that reflects the independent judgment and analysis of the City in the discussion of the Project's environmental impacts; and

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF INDUSTRY DOES HEREBY RESOLVE, DETERMINE, FIND, AND ORDER AS FOLLOWS:

SECTION 1: That based on the entirety of the record before it, which includes without limitation, the California Environmental Quality Act, Public Resources Code §§ 21000, *et seq.* ("CEQA") and the CEQA Guidelines, 14 California Code of Regulations § 15000, *et seq.*; the Environmental Impact Report Guidelines of the City of Industry; the Initial Study/Mitigated Negative Declaration and MMRP, prepared for the Project, including all written comments received; all reports, minutes, and public testimony submitted as part of the City Council's duly noticed public meeting of April 14, 2016; and any other evidence (within the meaning of Public Resources Code §21080(e) and §21082.2), the City Council of the City of Industry hereby finds as follows:

- a. The foregoing recitals are true and correct and made a part of this Resolution.

- b. The IS/MND for the Project including any comment letters received, are attached hereto as Exhibit B and are incorporated by reference as part of this Resolution, as if each were set forth fully herein.
- c. The documents and other material constituting the record for these proceedings are located at the Office of the City Clerk, City of Industry, 15625 E. Stafford, Suite 100, City of Industry, CA 91744.
- d. The proposed Project is consistent with the City's General Plan because the land use, development standards, densities and intensities, buildings and structures proposed are compatible with the goals, policies, and land use designations established in the General Plan (see Gov't Code, § 65860), and none of the land uses, development standards, densities and intensities, buildings and structures will operate to conflict with or impede achievement of the any of the goals, policies, or land use designations established in the General Plan.
- e. In accordance with CEQA, the City Council has considered the Initial Study and Mitigated Negative Declaration and MMRP for the Project, including all comments received on the Initial Study and Mitigated Negative Declaration, and based on the entirety of the record, as described above, the City Council, exercising its independent judgment and analysis, makes the following findings regarding the environmental analysis of the Project:
 - i. Design features of the Project, as well as the mitigation measure proposed in the Initial Study and Mitigated Negative Declaration and included in the MMRP, will operate to ensure the impacts of the proposed Project will not exceed established CEQA thresholds of significance. Therefore, and as further documented in the Initial Study and Mitigated Negative Declaration for the Project, additional mitigation measures beyond those established in the MMRP are not required for the Project.
 - ii. For the reasons stated in this Resolution, the City Council finds that there is no substantial evidence in the record supporting a fair argument that approval of the Project will result in a significant environmental effect.
- f. That the City Council of the City of Industry hereby makes the findings contained this Resolution, and adopts the Initial Study/Mitigated Negative Declaration for the Project, including the MMRP.

SECTION 2: The provisions of this Resolution are severable and if any provision, clause, sentence, word or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity,

unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, sections, words or parts thereof of the Resolution or their applicability to other persons or circumstances.

SECTION 3: That the City Clerk shall certify to the adoption of this Resolution and that the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Industry at a regular meeting held on April 14, 2016, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

Mark D. Radecki, Mayor

ATTEST:

Cecelia Dunlap, Deputy City Clerk

Exhibits A and B

To conserve resources, Exhibits A and B are contained within the agenda packet.

RESOLUTION NO. CC 2016-23

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INDUSTRY, CALIFORNIA, APPROVING DEVELOPMENT PLAN NO. 15-15 FOR THE CONSTRUCTION OF A 34,710 SQUARE FOOT INDUSTRIAL BUILDING LOCATED AT 3718 CAPITOL AVENUE IN THE CITY OF INDUSTRY, CALIFORNIA

RECITALS

WHEREAS, on August 21, 2015, CEG Construction on behalf of Ajax Industrial Investors LLC., (“Applicant”) filed a complete application requesting the approval of Development Plan (“DP”) No. 15-15 described herein (“Application”); and

WHEREAS, the Application applies to a 1.9 acre property at 3718 Capitol Avenue, City of Industry, California, Assessor’s Parcel Number 8125-014-031 (“Property”); and

WHEREAS, the Applicant desires to construct an industrial warehouse building (34,710 square feet) within the “M”-Manufacturing Zone (the “Project”), and in accordance with Section 17.36.020 of the City’s Municipal Code (“Code”), a Development Plan is required for this type of activity; and

WHEREAS, the Land Use Element of the General Plan designates the Property as Employment. The Project is consistent with the General Plan as the construction of an industrial building is similar to other industrial and manufacturing buildings in the same land use designation, and does not conflict with the established goals and objectives of the Land Use Element; and

WHEREAS, an Environmental Assessment form was submitted by the Applicant pursuant to the City’s requirements. Based upon the information received and Staff’s review and assessment, it was determined that the Application could have a significant impact on the environment, and an Initial Study/Mitigated Negative Declaration was prepared in accordance with the requirements of the California Environmental Quality Act (“CEQA”), California Public Resources Code section 21000 et seq., the State CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, sections 15000 et seq., and the Environmental Impact Report Guidelines of the City of Industry; and

WHEREAS, the Initial Study/Mitigated Negative Declaration was circulated for public and agency review and comment on March 24, 2016, through, and including, March 9, 2016; and

WHEREAS, the Initial Study/Mitigated Negative Declaration concluded that implementation of the Project could result in a significant effect on the environment and identified mitigation measures that would reduce the significant effects to a less-than-significant level. The mitigation measures address the use of equipment meeting the Environmental Protection Agency-Certified off-road emissions standards during rough

grading activity or limiting the amount of soil haul and the need to suspend grading work within 100 feet of a find if paleontological or tribal cultural resources are discovered; and

WHEREAS, on April 14, 2016, the City Council of the City of Industry conducted a duly noticed public meeting on the Application, and considered all testimony written and oral; and

WHEREAS, all legal prerequisites have occurred prior to the adoption of this Resolution.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF INDUSTRY DOES HEREBY RESOLVE, DETERMINE, FIND, AND ORDER AS FOLLOWS:

SECTION 1: The City Council finds that all of the facts set forth in the Recitals are true and correct, and are incorporated herein by reference.

SECTION 2: All necessary public meetings and opportunities for public testimony and comment have been conducted in compliance with State law and the City's Code.

SECTION 3. Based upon substantial evidence presented to the City Council during the April 14, 2016 public meeting, including public testimony and written and oral staff reports, and which includes without limitation, CEQA, the CEQA Guidelines, the Mitigated Negative Declaration, and the City's Code, the City Council finds as follows:

A. The Property is suitable for development in accordance with the Development Plan because the Property was previously subdivided to comply with minimum lot area and frontage requirements, is flat and free from hazards as noted in the accompanying Initial Study/Mitigated Negative Declaration, and is designated as Employment in the General Plan and zoned Manufacturing, which are consistent with the proposed industrial development; and

B. The total development is arranged so as to avoid traffic congestion, ensure the public health, safety and general welfare or prevent adverse effects upon neighboring properties because, as noted in the accompanying Initial Study/Mitigated Negative Declaration, the Project would add approximately 130 vehicle trips, which equates to approximately 14 morning trips and 16 evening trips, which would not significantly impact road capacity. In addition, the proposed project provides the necessary setback of the building and loading areas, adequately screens the loading area, presents a professional and coordinated architectural and landscape design. In addition, the attached conditions of approval set operational and management standards that ensure the business that will operate in a manner consistent with the General Plan's policies related to noise, safety, property maintenance, and maintaining a professional appearance; and

C. The development is in general accord with all elements of the Industry Zoning Ordinance because, with the approval of the Development Plan, the project complies with development standards in regards to building setbacks, height, parking, access, screening, and design; and

D. The development is consistent with the provisions of the City's General Plan because is the Property is designated as Employment, which allows the development of buildings for industrial uses; and

E. Based on the foregoing, the City Council approves Development Plan No. 15-15, subject to the Conditions of Approval, attached hereto as Exhibit A, and incorporated herein by reference.

SECTION 4: The provisions of this Resolution are severable and if any provision, clause, sentence, word or part thereof is held illegal, invalid, unconstitutional, or inapplicable to any person or circumstances, such illegality, invalidity, unconstitutionality, or inapplicability shall not affect or impair any of the remaining provisions, clauses, sentences, sections, words or parts thereof of the Resolution or their applicability to other persons or circumstances.

SECTION 5: That the City Clerk shall certify to the adoption of this Resolution and that the same shall be in full force and effect.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Industry at a regular meeting held on April 14, 2016 by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:

Mark D. Radecki, Mayor

ATTEST:

Cecelia Dunlap, Deputy City Clerk

Exhibit A

**To conserve resources, Exhibit A is contained within
the agenda packet.**

CITY COUNCIL

ITEM NO. 6.2



STAFF REPORT

Date: April 6, 2016
To: Honorable Mayor and Members of the City Council
Prepared by: Dean Yamagata – Frazer, LLP
Via: Susan Paragas, Controller *SP*
Subject: City Of Industry Year Ended June 30, 2015 Annual Communication Reports

RECOMMENDATION

Receive and file

Background:

The City's independent auditors, The Pun Group, LLP, have completed their annual audit of the City's financial statements which include the financial activities of its component units (Successor Agency to the Industry Urban-Development Agency, the Civic-Recreational-Industrial Authority and the Industry Public Facilities Authority) for the year ended June 30, 2015. As part of their audit they have reviewed the City's internal accounting controls and have issued the following reports.

- 1) Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Other Matters For The Year Ended June 30, 2015 – Exhibit A
- 2) Independent Auditor's Report on Internal Control Related Matters Identified in the Audit For The Year Ended June 30, 2015 – Exhibit B
- 3) Auditor's Communications with the City Council For The Year Ended June 30, 2015 – Exhibit C

Discussion & Analysis:

Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance With Government Auditing Standards

There were weaknesses noted in the City's internal control which is reported in Exhibit B.

Independent Auditor's Report on Internal Control Related Matters Identified in the Audit For The Year Ended June 30, 2015

The Auditors' report on internal controls and related matters have identified certain weaknesses with the City's internal controls. City Staff has included these findings as part of the remediation process to change and improve the City's internal controls and will be addressing these items in the process.

The Auditor's Communications with the City Council

Statement of Auditing Standards (SAS) No. 114 requires more and documented communications between the auditors and the City Council. This letter provides an opportunity for the auditors to report on any difficulties or major concerns discovered during the audit and to further define their role. They provide commentary on management's responsibilities for accounting policies and estimates that no significant difficulties were encountered in performing the audit, and no disagreements occurred with management.

They point out that management has corrected all known misstatements and none of the misstatements were material either individually or in the aggregate.

Fiscal Impact

There is no fiscal impact as result of this action.

Exhibit A

**Independent Auditor's Report on Internal Control Over Financial Reporting and on
Compliance and Other Matters For The Year Ended June 30, 2015**



**REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND
OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS***

Independent Auditors' Report

To Honorable Mayor and Member of City Council
of the City of Industry
City of Industry, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City of Industry, California (the "City"), as of and for the year ended June 30, 2015, and the related notes to the financial statements, which collectively comprise the City's basic financial statements, and have issued our report thereon dated February 19, 2016.

Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the City's internal control over financial reporting ("internal control") to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

Our consideration of internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. However, as described in the separately issued *Report on Internal Control Matters Identified in an Audit*, we identified certain deficiencies in internal control that we consider to be material weaknesses and significant deficiencies.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. We consider the deficiencies described in the separately issued *Report on Internal Control Matters Identified in an Audit* to be material weaknesses as items 2015-001, 2015-002 and 2015-003.

A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance. We consider the deficiencies described in the separately issued *Report on Internal Control Matters Identified in an Audit* to be significant deficiencies as items 2015-004, 2015-005, 2015-006, and 2015-007.

To Honorable Mayor and Member of City Council
of the City of Industry
City of Industry, California
Page 2

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the City's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards* and which are described in the separately issued *Report on Internal Control Matters Identified in an Audit* as items 2015-001, 2015-002, 2015-003 and 2015-004.

City's Response to Findings

The City's response to the findings identified in our audit is described in separately issued *Report on Internal Control Matters Identified in an Audit*. The City's response was not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on it.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

The PwC Group, LLP

Santa Ana, California
February 19, 2016

Exhibit B

**Independent Auditor's Report on Internal Control Related Matters Identified in the Audit
For The Year Ended June 30, 2015**

City of Industry

City of Industry, California

Report on Internal Control Related Matters Identified in the Audit

For the Year Ended June 30, 2015



City of Industry

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To the Honorable Mayor and Members of City Council
of the City of Industry
City of Industry, California

In planning and performing our audit of the financial statements of the City of Industry (the "City") as of and for the year ended June 30, 2015, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, we considered the City's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we do not express an opinion on the effectiveness of the City's internal control.

Our consideration of internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control that might be material weaknesses or, significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that have not been identified. However, as discussed below, we identified certain deficiencies in internal control that we consider to be material weaknesses and other deficiencies that we consider to be significant deficiencies.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. We consider the deficiencies described in the accompanying Schedule of Findings and Responses to be material weaknesses as items 2015-001, 2015-002 and 2015-003.

A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance. We consider the deficiencies described in the accompany Schedule of Findings and Responses to be significant deficiencies as items 2015-004, 2015-005, 2015-006, and 2015-007.

The City's written responses included in this report have not been subjected to the audit procedures applied in the audit of the financial statements and, accordingly, we express no opinion on them.

This communication is intended solely for the information and use of management, City Council Members, others within the organization, and agencies requiring compliance with generally accepted government auditing standards, and is not intended to be and should not be used by anyone other than these specified parties.

The Pun Group, LLP

Santa Ana, California
February 19, 2016

200 East Sandpointe Avenue, Suite 600, Santa Ana, California 92707
Tel: 949-777-8800 • Toll Free: 855-276-4272 • Fax: 949-777-8850
www.pungroup.com

City of Industry
Schedule of Findings and Responses
For the Year Ended June 30, 2015

Finding 2015-001 Contract Management

Criteria:

During the course of the audit, we noted material weaknesses in the City's internal controls over financial reporting and compliance. Internal control is defined as a process – effected by the City Council, management, and other personnel – designed to provide reasonable assurance regarding the achievement of objectives in the following categories:

- reliability of financial reporting;
- effectiveness and efficiency of operations;
- compliance with applicable laws and regulations; and
- adequate safeguard of public resources.

These would include establishing or enhancing guidance in the following areas:

- *Control environment* sets the tone of an organization, influencing the control consciousness of its people. It is the foundation for all other components of internal control, providing discipline and structure.
- *Risk assessment* is the entity's identification and analysis of relevant risks to achievement of its objectives, forming a basis for determining how the risks should be managed.
- *Control activities* are the policies and procedures that help ensure that management directives are carried out.
- *Information and communication* systems support the identification, capture, and exchange of information in a form and time frame that enable people to carry out their responsibilities.
- *Monitoring* is a process that assesses the quality of internal control performance over time.

The deficiencies noted involve a lack of policies that govern fiscal oversight at the City Council level and policies and related procedures over significant subcontractors and programs and assessment of the risks that the City faces in its financial planning.

Condition:

During our internal control testing over procurement process, we noted that the contracts for 5 out of the 26 vendors we tested were not renewed after the original contract expired or have no contract expiration date.

- Four of the contracts use "continue until terminated" termination clause.
- One contract at the Industry Hill Expo Center expired on June 30, 2002.

In addition, we noted that the City's *Accounting Department Procedures Manual* does not have specific guidelines on the request for proposal ("RFP") process for service contract or competitive bid process for capital expenditures in place to promote best value purchasing through fair and open competition.

Cause:

Policies and procedures are not in place to require each contract with termination date. In addition, monitoring controls are not in place to ensure expired contracts are properly renewed in accordance with the City's procurement policy.

City of Industry
Schedule of Findings and Responses (Continued)
For the Year Ended June 30, 2015

Finding 2015-001 Contract Management (Continued)

Effect:

When City uses vendors without a valid contract, the City is exposed to risk of litigation due to a non-enforceable contract. With expired contracts or contracts without a termination date, the City does not have a mechanism in place to promote open competition on contracted services and to evaluate whether the service provider is the best qualified company with the most competitive pricing. It could lead to over-paying for the service with the public funds.

Recommendation:

Contracts with clear termination dates enable the City to evaluate all current contracts on ongoing basis. It provides an opportunity for the City to solicit new vendors for the same services in a fair and open environment competitively. Also, by monitoring the contract terms, City management will also evaluate the performance by the contractor and make sure that terms and condition are to satisfaction to the City. We also recommended the City strengthen its purchasing policy to detail out the RFP and competitive bid process.

Management View and Corrective Action Plan:

The City agrees with the finding. The City Council will approve a comprehensive plan by May 2016, to competitively procure or update contracts for all vendors within three years. Contracts will be vetted for scope of work, indemnification, terms and expiration date.

The City entered into an Agreement with PlanetBids on March 10, 2016 to develop an electronic competitive procurement system. This system should be operational by May 2016.

City of Industry
Schedule of Findings and Responses (Continued)
For the Year Ended June 30, 2015

Finding 2015-002 Internal Control over Other Postemployment Benefits and Exceedingly High Benefits

Criteria:

The City adopted the *Employee Handbook* (the "Handbook") by Resolution No. CC 2012-16 on August 23, 2012. In accordance to the Handbook, the City pays the following for its employees:

- 100% of the premium for medical, dental and vision insurance for employees and their dependents
- 100% of the life insurance premium for the employees and their dependents with the following coverage:

City Manager, Department Heads	\$50,000
All other employees	\$25,000
Spouse	\$ 2,000
Dependent 5 to 18 years	\$ 2,000
- 100% of the long term disability insurance premium for employee only.
- 100% of the long term care benefits insurance premium for employee and spouse.

In accordance with section IX. Benefit – Q. Retiree Benefits, some employees may be eligible for retiree health benefits depending on in-hire date and years of service with the City. The retiree benefit is determined based on the following vesting rate:

General Employees	Hired before April 26, 1990: 100% at 10 Years of Service Hired on or after April 26, 1990: 100% at 25 Years of Service
Elected and Appointed Officials	100% at 8 Years of Service
Management	100% at 15 Years of Service

Condition:

There were 22 retirees as of July 1, 2015 valuation date.

During the other postemployment benefit census data testing, we noted one of the three retirees tested was in the position of Executive Director at the time of retirement. He was hired in 1989 and retired in 2000, which equates to 11 years of service when retired in 2000 and was below the required 15 years of service. There was a settlement agreement signed by the Chairman of the IUDA, attested by the IUDA Secretary and the Attorney. However, there was no resolution adopted by the City Council to ratify this settlement.

The City paid 100% of the premium for employees' medical, dental, vision and long-term care benefits insurance. In reviewing the retiree OPEB premium paid schedule, we note that the premium paid by the City for certain retirees were exceedingly high. Total premium paid for retiree benefits was \$451,666 for the year ended June 30, 2015 among the 22 retirees. However, Resolution Number CC 2014-22 was adopted on July 10, 2014 stated the City will pay 100% of the premium of the long-term care benefits.

Cause:

The City provides other postemployment benefits without a cap.

Effect:

Because there is no cap on the retiree postemployment benefit, the City's actuarial determined other postemployment benefit was projected to be \$11,039,940.

City of Industry
Schedule of Findings and Responses (Continued)
For the Year Ended June 30, 2015

Finding 2015-002 **Internal Control over Other Postemployment Benefits and Exceedingly High Benefits (Continued)**

Recommendation:

We recommended the City evaluate its retiree benefit policy to ensure the benefit provided to its employees and retirees are not exceedingly higher than the industry standards.

Management View and Corrective Action Plan:

The City agrees with the finding. To address this issue, the City procured the services of Regional Government Services (RGS) on February 11, 2016. RGS is currently completing a comparative analysis of employee benefits and is reviewing the City's human resources policies. The City is procuring the services of Keenan & Associates in April 2016 to review medical plan benefit levels for existing employees and retirees, to provide the City with options to address these issues in future budget years.

City of Industry
Schedule of Findings and Responses (Continued)
For the Year Ended June 30, 2015

Finding 2015-003 Industry Convalescent Hospital

Criteria:

As stated in the *Government Auditing Standards*, the concept of accountability for use of public resources and government authority is key to our nation's governing process. Management and officials entrusted public resources are responsible to carry out public functions and providing service to the public effectively, efficiently, economically, ethically, and equitably within the context of the statutory boundaries of the specific government program.

In addition, effective accounting systems require management to estimate an allowance for doubtful accounts. Once those amounts are deemed uncollectible and collections efforts are exhausted, those amounts should be written off as bad debt expense and removed from the accounting records.

Condition:

We noted the following transactions with the Industry Convalescent Hospital (the "Hospital").

- As of June 30, 2015, the unpaid note receivables principal was in the amount of \$20,060,000 with 6% simple interest per annum and the related accrued interest was in the amount of \$22,157,440. The note was for advances made by the City to the Hospital back in 1992 pursuant to resolution adopted by the City Council. There is no repayment schedule as these loans are due on demand. The City management determined that the collectability of this note and accrued interest is uncertain. As a result, the entire \$42,217,440 outstanding balance is being not reported in the financial statements of the City.
- The Hospital also leases the property from the Successor Agency to the Industry Urban-Development Agency at \$1 a year, which is renewed annually. During the year ended June 30, 2015, the City incurred expenses in the amount of \$337,264 relating to contract labor, security and repair and maintenance of the property leased to the Hospital.

Cause:

The Promissory notes between the City and the Hospital does not have all the elements necessary to secure the amount outstanding by the Hospital.

Effect:

It appears that the City did not put in any effort in collecting the promissory note amount of \$20,060,000 to the Hospital. At June 30, 2015, the total unpaid accrued interest totaling \$22,157,440. In addition, the City has been subsidizing the Hospital's operations by charging \$1 rent per year and maintenance to the property.

Recommendation:

We recommended the City to take necessary action to bring the unpaid amount by the Hospital to the City Council and determine a reasonable repayment plan. Also, the City should conduct a review of the expenses incurred on the Hospital property and renegotiate a reasonable rent amount to at cover, at a minimum, the operating and maintenance expenses for the property.

Management View and Corrective Action Plan:

On March 24, 2016, the City Council was updated regarding the Hospital loan and the operating and maintenance costs borne by the City. To address these issues, the City will be developing a policy to establish a plan to resolve the outstanding loan and the costs of the operating and maintenance expenses.

City of Industry
Schedule of Findings and Responses (Continued)
For the Year Ended June 30, 2015

Finding 2015-004 Related Party Transactions

Criteria:

Many related party transactions are necessary in the normal course of business. In such circumstances, they may carry no higher risk of material misstatement of the financial statements than similar transactions with unrelated parties. However, the nature of related party relationships and transactions may, in some circumstances, give rise to higher risks of material misstatement of the financial statements than transactions with unrelated parties. For example, related party transactions may not be conducted under normal market terms and conditions (for example, some related party transactions may be conducted with no exchange of consideration). In addition, related party transactions may be motivated solely or in large measure to engage in fraudulent financial reporting or conceal misappropriation of assets.

Condition:

In our testing of related party transactions, we noted that out of 25 tenants at the properties owned by the Industry Property and Housing Management Authority ("IPHMA"), 18 tenants are current City employees or council members and one tenant is a retiree. All tenants are offered discounted rent from \$600 to \$800 per month, which is below the market value in the same neighborhood.

Cause:

The City does not have an adopted policy relating to the housing benefits for its employee.

Effect:

The City uses public resources in purchasing the property and appears that the use of the property is largely benefits exclusively for its employees of the City.

Recommendation:

We recommended the City charge fair market rent to all the renters of the housing units owned by the City, unless the rental units are acquired/established to fulfill low-moderate income housing requirement.

Management View and Corrective Action Plan:

On December 30, 2015, the City Manager advised all City employees that they were to vacate City owned properties. As of April 14, 2016, only one City employee resides in City owned housing, and by May 2016, no employees will reside in City housing.

On March 31, 2016, the Industry Property and Housing Management Authority asked to review all housing policies and procedures and could consider income-contingent rental rates as an option.

City of Industry
Schedule of Findings and Responses (Continued)
For the Year Ended June 30, 2015

Finding 2015-005 Accounting Policies and Procedures

Criteria:

Accounting Policies and Procedures would aid the Finance Department and the City in providing training for accounting personnel, communicating and providing a source of reference to approved policies, and maintaining consistency of recording financial transactions.

Condition:

There are two separate sets of books maintained for Civic-Recreational-Industrial-Authority (“CRIA”), a component unit of the City. One is for the capital projects fund maintained by the City’s contracted Finance Department; the other one for the enterprise fund maintained by the contracted management company at the Industry Hill Expo Center (the “Expo Center”). We noted that the Expo Center is not aware of the existing policy and procedure manual maintained by the Finance Department. A separate manual for the Expo Center was created by the management of the Expo Center after the year ended June 30, 2015.

Cause:

The accounting and management function of the Expo Center is decentralized and is provided by CNC Equestrian Management Service Inc. Although the City’s Finance Department has established an *Accounting Department Procedures Manual*, the operation of the Expo Center was not being monitored by the City’s Finance Department and the need for an accounting policy was not required by the management of City or by management of Expo Center.

Effect:

Without the Accounting Policies and Procedures, personnel responsible for the daily work and transactions do not have a clear understanding of their role and responsibilities or the accounting standards applicable to their function. In addition, the absence of standardized procedures has and will create inefficient and inconsistent processing of transactions. Lack of accounting policies and procedures could lead to inconsistency in processing transactions or to process transactions without requiring review and approval.

Recommendation:

We recommended the management of the City and CRIA review the Expo Center accounting and policy manual to ensure consistent internal control policies are in place for the Expo Center.

Management View and Corrective Action Plan:

The City recently hired a Controller who will be reviewing the policies and procedures currently in place at the Expo Center. Any revisions will ensure that consistent internal control policies are implemented for the Expo Center.

City of Industry
Schedule of Findings and Responses (Continued)
For the Year Ended June 30, 2015

Finding 2015-006 Internal Control over Purchasing Process

Criteria:

Effective internal control over purchasing process provides reasonable assurance that the expenses are properly reported. Management or governing body approval of purchase orders is required for purchases that exceed established limits according to City's policy.

Condition:

In our internal control testing of the procurement process, we noted that the City did not utilize purchase order for two of the recurring vendors as required by the *Accounting Department Procedures Manual*.

Cause:

The lack of reviewing and monitoring process over purchasing process resulted in missing approvals.

Effect:

The City did not follow its purchasing policies and procedures.

Recommendation:

We recommended the City improve its internal control over purchasing process and ensure that purchases orders are issued for all purchases requiring purchases orders.

Management View and Corrective Action Plan:

The City agrees with the finding. The City's policies and procedures for Purchasing will be revised to improve its internal control. City staff has been informed that the purchasing process will require that purchase requisitions be issued for all services and materials. This new procedure will be implemented as soon as staff is trained to use this function on the Financial Software System. The requisitions will require department head/supervisor approvals before a purchase order is issued.

City of Industry
Schedule of Findings and Responses (Continued)
For the Year Ended June 30, 2015

Finding 2015-007 Internal Control over Payroll and Related Liabilities

Criteria:

Effective internal control over the personnel information and payroll process provides reasonable assurance of the completeness and accuracy of accounting records.

Condition:

During the Payroll Control Testing, we noted an incorrect personal use percentage was used to calculate the auto allowance in calendar year 2014 for one of the City employees. A higher percentage was used, resulting in additional auto allowance.

We also noted that the Payroll Department maintains the payroll master file and that the Human Resources Department does not have access to the payroll system. In addition, the Human Resources Department did not review the changes made by the Payroll Department after new information was updated in the payroll system or in MyCalPERS website.

Cause:

Monitoring controls are not effective to detect incorrect auto allowance allocated to the City's employee. Furthermore, policies and procedures are not in place to ensure there is second review of the information input to the system to provide mitigating control.

Effect:

Incorrect auto allowance was allocated to the City employee. In addition, payroll changes might be processed incorrectly due to lack of independent review by the Human Resource Department.

Recommendation:

We recommended the City strengthen its review processes over payroll process to ensure that they are thoroughly evaluated, reviewed, and recorded in order to facilitate accurate record. We also recommended that payroll change report from payroll system and MyCalPERS be reviewed by Human Resource department for each pay period to ensure correct payroll or personnel change information are corrected reflected in the payroll system and in the CalPERS database.

Management View and Corrective Action Plan:

The City agrees with this finding. The City's policies and procedures for Payroll will be reviewed and necessary improvements will be made to its internal control. Payroll will need written documentation from Human Resources to make any changes to personnel information. In addition, the City will be implementing a Human Resources and Payroll module to the City's current Financial Software System that will track personnel data.

Exhibit C

Auditor's Communications with the City Council For The Year Ended June 30, 2015



February 19, 2016

To the Honorable Mayor and Members of the City Council
of the City of Industry
City of Industry, California

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of the City of Industry (the "City") for the year ended June 30, 2015, and have issued our report thereon dated February 19, 2016. Professional standards require that we provide you with the following information related to our audit.

Our Responsibility under U.S. Generally Accepted Auditing Standards and Government Auditing Standards

As stated in our engagement letter dated September 24, 2015, our responsibility, as described by professional standards, is to express opinions about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles. Our audit of the financial statements does not relieve you or management of your responsibilities.

As part of our audit, we considered the internal control of the City. Such considerations are solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

As part of obtaining reasonable assurance about whether the financial statements are free of material misstatement, we also performed tests of the City's compliance with certain provisions of laws, regulations, contracts, and grants. However, providing an opinion on compliance with those provisions was not an objective of our audit.

Our responsibility is to plan and perform the audits to obtain reasonable, but not absolute, assurance that the financial statements are free of material misstatement.

Generally accepted accounting principles provide for certain required supplementary information ("RSI") to supplement the basic financial statements. Our responsibility with respect to the Management's Discussion and Analysis ("MD&A"), the Budgetary Comparison Schedules – General Fund, the Schedule of Funding Progress OPEB Plan, the Schedule of the City's Proportionate Share of the Net Pension Liability and Related Ratios, and the Schedule of Contributions, which supplement the basic financial statements, is to apply certain limited procedures in accordance with generally accepted auditing standards. However, the RSI was not audited and, because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance, we do not express an opinion or provide any assurance on the RSI.

We have been engaged to report on the Combining and Individual Nonmajor Fund Financial Statements and the Schedule of Long-Term Debt, which accompany the financial statements but are not RSI. Our responsibility for this supplementary information, as described by professional standards, is to evaluate the presentation of this supplementary information in relation to the financial statements as a whole and to report on whether the supplementary information is fairly stated, in all material respects, in relation to the financial statements as a whole.

Planned Scope and Timing of the Audit

An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; therefore, our audit involved judgment about the number of transactions to be examined and the areas to be tested.

Our audit included obtaining an understanding of the entity and its environment, including internal control, sufficient to assess the risks of material misstatement of the financial statements and to design the nature, timing, and extent of further audit procedures. Material misstatements may result from (1) errors, (2) fraudulent financial reporting, (3) misappropriations of assets, or (4) violations of laws or governmental regulations that are attributable to the entity or to acts by management or employees acting on behalf of the entity.

We performed the audit according to the planned scope and timing previously communicated to you.

Significant Audit Findings

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the City are described in Note 1 to the financial statements.

New Accounting Standards

GASB has issued Statement No. 68, *Accounting and Financial Reporting for Pensions – an amendment of GASB Statement No. 27*). This Statement establishes standards for measuring and recognizing liabilities, deferred outflow of resources, deferred inflows of resources, and expense/expenditures for pension plans. This Statement identifies the methods and assumptions that should be used to project benefit payments, discount projected benefit payments to their actuarial present value, and attribute that present value to periods of employee service. This statement became effective for periods beginning after June 15, 2014. See Note 1 for prior period adjustment as a result of implementation.

GASB has issued Statement No. 69, *Government Combinations and Disposals of Government Operation*. This Statement establishes accounting and financial reporting standards related to government combinations and disposals of government operations. As used in this Statement, the term government combinations includes a variety of transactions referred to as mergers, acquisitions, and transfers of operations. This statement became effective for periods beginning after December 15, 2013 and did not have a significant impact on the City's financial statements for year ended June 30, 2015.

GASB has issued Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date – an amendment of GASB Statement No. 68*. This statement establishes standards relates to amounts associated with contributions, if any, made by a state or local government employer or nonemployer contributing entity to a defined benefit pension plan after the measurement date of the government's beginning net pension liability. This statement became effective for periods beginning after June 15, 2014. See Note 1 for prior period adjustment as a result of implementation.

No other new accounting policies were adopted and the application of existing policies was not changed during 2015. We noted no transactions entered into by the City during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the City's financial statements were:

- Management's estimate of the investment fair market value is based on information provided by the State of California for its investment in the Local Agency Investment Fund, based on market price provided by Bank of America and US Bank, the trustee for investments in the commercial paper, Federal home loan notes, US Treasury Notes, Mortgage backed security, US Treasury Obligation, and investments hold by bond trustee, and based on par value of the investment in IUDA Subordinate Lien Tax Bonds. We evaluated the key factors and assumptions used to develop the investment fair market value in determining that it is reasonable in relation to the financial statements taken as a whole.
- Management's estimate of the collectability of the note receivable from Industry Convalescent Hospital is based on current financial condition of the Hospital as the repayment would cause the Hospital to continue as going concern. We evaluated the key factors and assumptions used to develop the depreciation on capital assets in determining that it is reasonable in relation to the financial statements taken as a whole.
- Management's estimate of the depreciation on capital assets is based on the industry standard and past experience on actual useful life of the asset groups. We evaluated the key factors and assumptions used to develop the depreciation on capital assets in determining that it is reasonable in relation to the financial statements taken as a whole.
- Management's estimate of the aggregate net pension liabilities and the other postemployment benefits liability is actuarially determined. We evaluated the key factors and assumptions used to develop the depreciation on capital assets in determining that it is reasonable in relation to the financial statements taken as a whole.

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting the financial statements were:

- Note 1 – Summary of Significant Accounting Policies
- Note 2 – Cash and Investments
- Note 5 – Industry Convalescent Hospital
- Note 9 – Successor Agency Bonds Payable
- Note 11 – Commitments and Contingencies
- Note 12 – Transactions with Related Parties
- Note 15 – Other post employment benefits (OPEB)
- Note 17 – Rental Property
- Note 19 – Excess of Expenditures Over Appropriations
- Note 20 – Subsequent Event

To the Honorable Mayor and Members of the City Council
of the City of Industry
City of Industry, California
Page 4

The financial statement disclosures are neutral, consistent, and clear.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in the aggregate, to each opinion unit's financial statements taken as a whole.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated February 19, 2016.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the governmental unit's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the governmental unit's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

We applied certain limited procedures to the MD&A, the Budgetary Comparison Schedules – General Fund, the Schedule of Funding Progress OPEB Plan, the Schedule of the City's Proportionate Share of the Net Pension Liability and Related Ratios, and the Schedule of Contributions, which are required supplementary information ("RSI") that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

To the Honorable Mayor and Members of the City Council
of the City of Industry
City of Industry, California
Page 5

We were engaged to report on the Combining and Individual Nonmajor Fund Financial Statements and the Schedule of Long-Term Debt, which accompany the financial statements but are not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

Restriction on Use

This information is intended solely for the use of the City Council and management of the City and is not intended to be, and should not be, used by anyone other than these specified parties.

Very truly yours,

The PwC Group, LLP

Santa Ana, California

CITY COUNCIL

ITEM NO. 6.3



CITY OF INDUSTRY

P.O. Box 3366 • 15625 E. Stafford St. • City of Industry, CA 91744-0366 • (626) 333-2211 • FAX (626) 961-6795

MEMORANDUM

To: Honorable Mayor and Members of the City Council

From: Paul J. Philips, City Manager 

Staff: Susan Paragas, City Controller 

Date: April 14, 2016

SUBJECT: Update on Internal Controls and Implementation of New Financial Procedures to Achieve Compliance with the January 2016 State Controller's City of Industry Review Report

Background

The State Controller's Office "City of Industry Review Report" (SCO Report) was released on January 28, 2016, in which it reviewed and assessed the City's administrative and internal accounting controls and fiscal management practices. In summary, the SCO Report outlined several financial deficiencies and weaknesses in the City's internal accounting controls. The SCO's primary recommendation was to have the City develop a comprehensive, remedial plan to address these deficiencies, and identify milestones and timelines for completion.

Update on City's Action Plan to Address Financial Findings

In order to address the SCO Report's primary findings as it pertains to the City's internal controls and fiscal management practices; last week, the Financial Services Department conducted a "New Financial Procedures and Budget Process Overview" Workshop with all City employees, Frazer Finance staff, and key members of CNC Engineering. The purpose of the meeting was to discuss:

- (1) **State Controller City of Industry Review Report** – Introduce and provide an overview of the State Controller's Review Report and its financial findings to all staff; and
- (2) **Internal Controls** - Discuss and provide a primer on the definition of Internal Controls, explain the importance of having "strong" internal controls versus "weak" internal controls, and identify the steps needed to strengthen and improve the City's internal controls and financial practices; and

(3) **Implementation of New Financial Procedures** – The City’s Financial Services Department will be implementing the following new financial procedures in order to: strengthen internal financial controls, enhance department’s role and budget accountability, improve proper checks and balances, and improve proper documentation.

- a. *New Timesheets* – All employees will be required to submit Timesheets effective May 2016. Lack of timesheets were cited in the SCO Report and electronic timesheets will be implemented to properly document all hours worked and identify all leave pays, such as Vacation or Sick Leave.
- b. *Centralized Accounts Payable/Invoice Processing* – All invoices for services rendered to the City and goods purchased by the City will be received by the Financial Services Department and routed to all departments respectively for processing. Centralizing the receiving of all invoices ensures that all invoices are received, documented, and processed in a timely manner. Departments will be required to adhere to an approval process, in which the Department Director must approve invoices with all proper documentation as required by the Financial Services Department.
- c. *New Purchasing Guidelines* – New purchasing guidelines will be implemented effective July 2016. New purchasing guidelines will enhance departments’ involvement and responsibility with the remittance, coding, and payment of all invoice processing. Financial Services’ role will be relegated to ensuring all invoices submitted for payment are in line with the City’s financial procedures, proper documentation is provided, and purchasing practices are properly adhered to and enforced. This will ensure proper checks and balances and strengthen internal controls.

(4) **FY 2016-17 Budget Process** – The Financial Services Department introduced the new FY 2016-17 (FY 17) Budget Process, which will be a collaborative, Citywide effort in which all departments will be fully involved in building their budgets. At this meeting, Financial Services introduced the Budget Calendar, budget methodology, and new budget forms.

In prior years, the Finance Department essentially prepared all budget documents and budgets for departments and City Manager for their review and approval. While this is not incorrect, it is not best practice. Typically in cities, the “Budget Process” is a collaborative process with all departments, in which departments are responsible for submitting their budgets to Finance and Finance’s role is to review department budget requests, make recommendations, and prepare the City Manager’s Proposed Budget. The new budget process will also address some of the concerns raised in the SCO Report and LA County Civil Grand Jury Report.

The primary purpose of the April 4, 2016, meeting was to introduce a new corrective action plan to address the SCO Report’s findings, as well as to strengthen the City’s internal controls and fiscal management practices. While implementing new financial procedures are important, departments will be equally important in facilitating this process and will be fully involved in collaboration with Finance every step of the way. As stewards

of public funds, the Financial Services Department's primary role is to preserve and safeguard public assets and resources, ensure best practices are implemented in accordance with generally accepted accounting principles, and ensuring compliance to applicable State and Federal laws and requirements.

Future Financial Reforms and Plans

The meeting held on April 4, 2016, is one of many steps that are needed to continue addressing the SCO Report and its financial findings to strengthen the City's internal controls. The following areas of financial reform are anticipated to be completed in FY 17:

- Finance will be reviewing all of the City's Financial Policies, including its Purchasing Policy, Budget Policy, and/or fiscal codes and ordinances in its continued efforts to address the State Controller Report.
- Segregation of Duties – Finance will continue to streamline Finance staff and core duties to correct the segregation of duties findings raised in the State Controller Report.
- Automate the Payroll System and Process – In efforts to improve efficiency in its financial controls, the City will automate the Payroll System and Process, in which payroll will be processed electronically through the City's Financial System.
- Finance will continue to review and improve its internal Financial Procedures, and properly document all new changes to current procedures.
- Finance will revisit and implement new policies for Travel & Meetings and Use of Credit Cards.

Exhibits:

- A. New Financial Procedures & Budget Process Overview Presentation, dated 04/04/16
- B. Meeting Agenda Packet, dated 04/04/16

PJP/SP:sa



City of Industry
MEETING AGENDA

April 4, 2016

10am to 12pm

NEW FINANCIAL PROCEDURES AND BUDGET PROCESS OVERVIEW

- I. State Controller's Office Review - Summary

 - II. Importance of Internal Controls

 - III. Financial Procedures and Budget Process Overview
 - a. Staff Reports – Financial Impacts
 - b. New Timesheets and Payroll Process Automation
 - c. Accounts Payable Centralization
 - d. Purchase Order Guidelines and Purchase Requisitions
 - e. FY 2016-17 Budget Overview
 - f. Future Financial Reforms

 - IV. Open Discussion
-

CITY OF INDUSTRY - TIMESHEET

EMPLOYEE NAME: Jane Doe

PAY PERIOD: 3/16/2016 TO 3/31/2016

DEPARTMENT: Finance

POSITION: Accountant

Day/ Date	Regular Time	Vacation	Sick Leave	Holiday	Other: _____	Other: _____	Other: _____	Total Hours
Wednesday 3/16/2016	0.00	5.00	2.00	1.00				8.00
Thursday 3/17/2016	0.00	8.00						8.00
Friday 3/18/2016	0.00	8.00						8.00
Saturday 3/19/2016								0.00
Sunday 3/20/2016								0.00
Monday 3/21/2016	8.00							8.00
Tuesday 3/22/2016	8.00							8.00
Wednesday 3/23/2016	8.00							8.00
Thursday 3/24/2016	8.00							8.00
Friday 3/25/2016	8.00							8.00
Saturday 3/26/2016								0.00
Sunday 3/27/2016								0.00
Monday 3/28/2016	8.00							8.00
Tuesday 3/29/2016	8.00							8.00
Wednesday 3/30/2016	8.00							8.00
Thursday 3/31/2016	8.00							8.00
TOTAL HRS-PAY PERIOD	72.00	21.00	2.00	1.00	0.00	0.00	0.00	96.00

Employee Certification

I hereby certify under penalty of perjury that I have worked all the hours and/or effort reported on this timesheet and those hours have been worked in accordance with my most current employment authorization form on file with Human Resources.

Employee Signature: _____

Date: _____

Supervisor Signature: _____

Date: _____



CITY OF INDUSTRY
Payroll Calendar
May to December 2016

Timesheets Due To	
Finance	Pay Date
5/6/2016	5/13/2016
5/23/2016	5/31/2016
6/8/2016	6/15/2016
6/23/2016	6/30/2016
7/8/2016	7/15/2016
7/22/2016	7/29/2016
8/8/2016	8/15/2016
8/24/2016	8/31/2016
9/8/2016	9/15/2016
9/23/2016	9/30/2016
10/7/2016	10/14/2016
10/24/2016	10/31/2016
11/7/2016	11/15/2016
11/21/2016	11/30/2016
12/8/2016	12/15/2016
12/22/2016	12/30/2016

Please note dates are subject to change.



CITY OF INDUSTRY

DEPARTMENT SIGNATURE AUTHORIZATION

I hereby designate and authorize the person(s) set forth below to inscribe my name as directed on financial and related documents requiring signature in my official capacity as:

(FILL IN TITLE)

This authorization applies to all such documents, except:

(if none, please state)

Designee(s):

Name

(Signature)

Name

(Signature)

Name

(Signature)

Authorization:

Printed Name

Signature

Date

(The foregoing is revocable in whole or part at any time by forwarding a written statement to such effect to the Controller.)

PO# _____ BLANKET PO# _____

R/C/B # _____ ITEM # _____

ACCOUNT # _____

DESCRIPTION _____

ENTERED BY _____ DATE _____

DUE DATE _____

APPROVAL _____ DATE _____

FINANCE _____ DATE _____



CITY OF INDUSTRY and SUCCESSOR AGENCY
Accounts Payable Calendar
April-December 2016

Invoice Due Date To Finance	Checks Issuance Dates	Register Dates	Checks Are Mailed to Vendor
4/14/2016	4/21/2016	4/28/2016	4/29/2016
4/28/2016	5/5/2016	5/12/2016	5/13/2016
5/12/2016	5/19/2016	5/26/2016	5/27/2016
5/26/2016	5/26/2016	6/9/2016	6/10/2016
6/9/2016	6/17/2016	6/23/2016	6/24/2016
6/30/2016	7/7/2016	7/14/2016	7/15/2016
7/14/2016	7/21/2016	7/28/2016	7/29/2016
7/28/2016	8/4/2016	8/11/2016	8/12/2016
8/11/2016	8/18/2016	8/25/2016	8/26/2016
8/25/2016	9/1/2016	9/8/2016	9/9/2016
9/8/2016	9/15/2016	9/22/2016	9/23/2016
9/29/2016	10/6/2016	10/13/2016	10/14/2016
10/13/2016	10/20/2016	10/27/2016	10/28/2016
10/27/2016	11/3/2016	11/10/2016	11/11/2016
11/10/2016	11/17/2016	11/24/2016	11/24/2016
11/23/2016	12/1/2016	12/8/2016	12/9/2016
12/8/2016	12/15/2016	12/22/2016	12/23/2016

Please note dates are subject to change



IPHMA & CRIA
Accounts Payable Calendar
April-December 2016

Invoice Due Date To Finance	Checks Issuance Dates	Register Dates	Checks Are Mailed to Vendor
4/28/2016	5/4/2016	5/11/2016	5/12/2016
5/26/2016	6/1/2016	6/8/2016	6/9/2016
6/30/2016	7/6/2016	7/13/2016	7/14/2016
7/28/2016	8/3/2016	8/10/2016	8/11/2016
8/25/2016	8/31/2016	9/7/2016	9/8/2016
9/29/2016	10/5/2016	10/12/2016	10/13/2016
10/27/2016	11/2/2016	11/9/2016	11/10/2016
11/23/2016	11/30/2016	12/7/2016	12/8/2016

Please note dates are subject to change



IPUC
Accounts Payable Calendar
April-December 2016

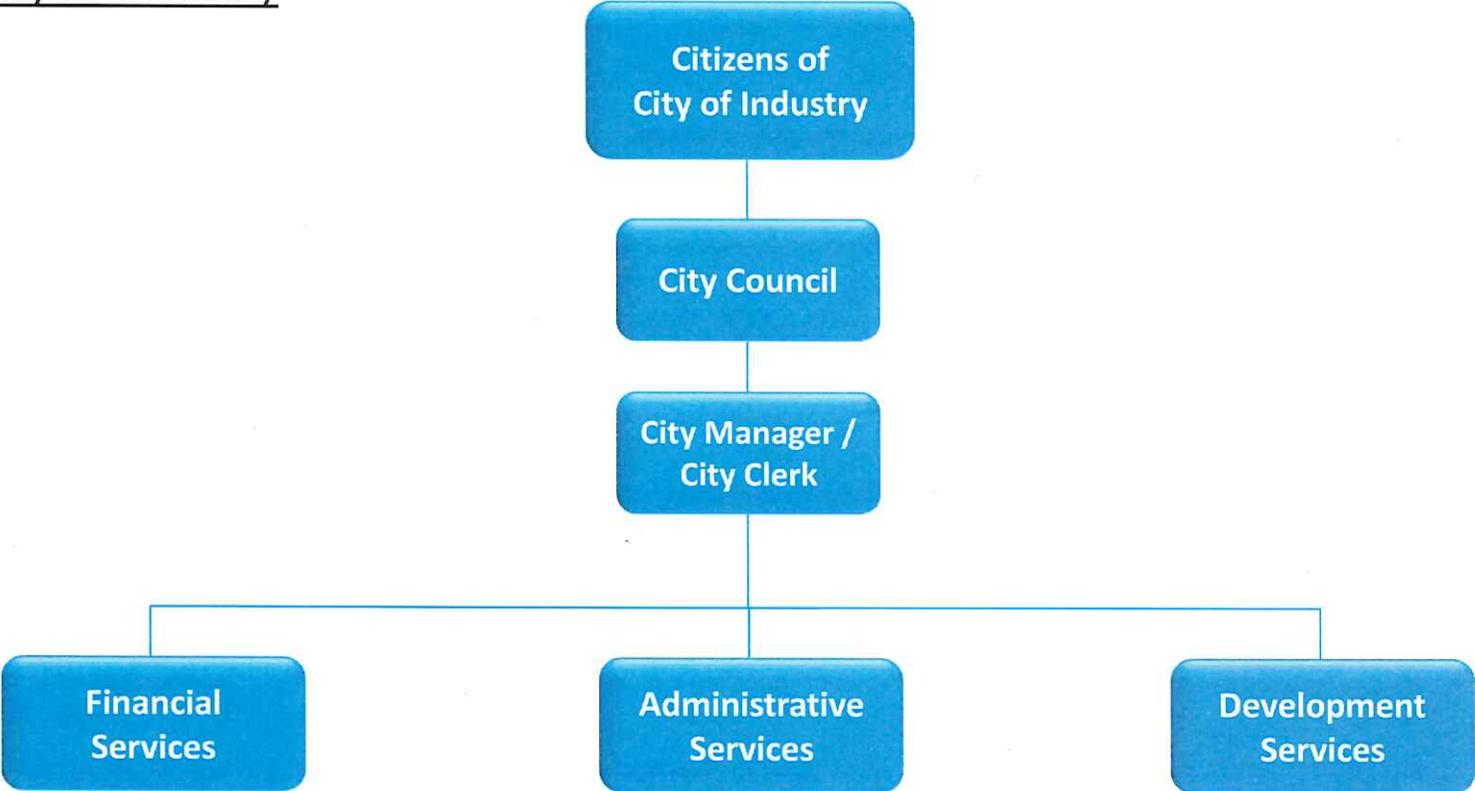
Invoice Due Date To Finance	Checks Issuance Dates	Register Dates	Checks Are Mailed to Vendor
4/7/2016	4/14/2016	4/21/2016	4/22/2016
5/5/2016	5/12/2016	5/19/2016	5/20/2016
6/2/2016	6/9/2016	6/16/2016	6/17/2016
7/7/2016	7/14/2016	7/21/2016	7/22/2016
8/4/2016	8/11/2016	8/18/2016	8/19/2016
9/1/2016	9/8/2016	9/15/2016	9/16/2016
10/6/2016	10/13/2016	10/20/2016	10/21/2016
11/3/2016	11/10/2016	11/17/2016	11/18/2016
12/1/2016	12/8/2016	12/15/2016	12/16/2016



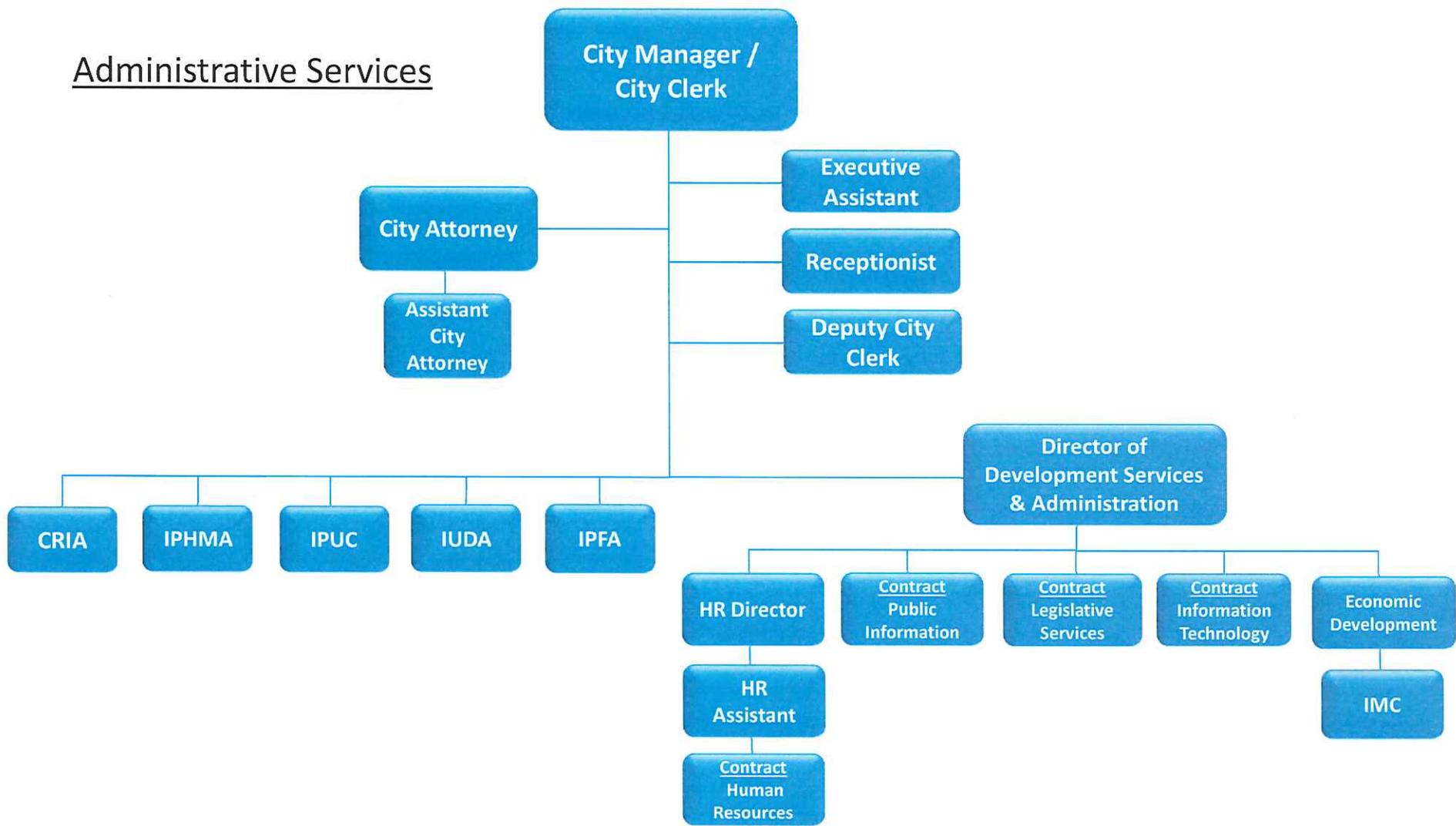
CITY OF INDUSTRY FY 2016-17 BUDGET TIMELINE

<u>DATE</u>	<u>EVENT</u>
April 4, 2016	Workshop – New Financial Procedures and Budget Process Overview
April 4-28, 2016	Finance 1-on-1 Budget Forms Training Available to City Staff By Request
April 28, 2016	Departments' Deadline to Submit Budget Worksheets to Finance
May 12, 2016	Review Preliminary Budget with City Manager and Adm Services Director
May 19, 2016	Distribute Preliminary Budget to Council, Front Desk and Webpage
May 26, 2016	Budget Review & Budget Adoption at City Council Meeting
June 9, 2016	(If necessary) 2 nd Budget Adoption Meeting at City Council Meeting

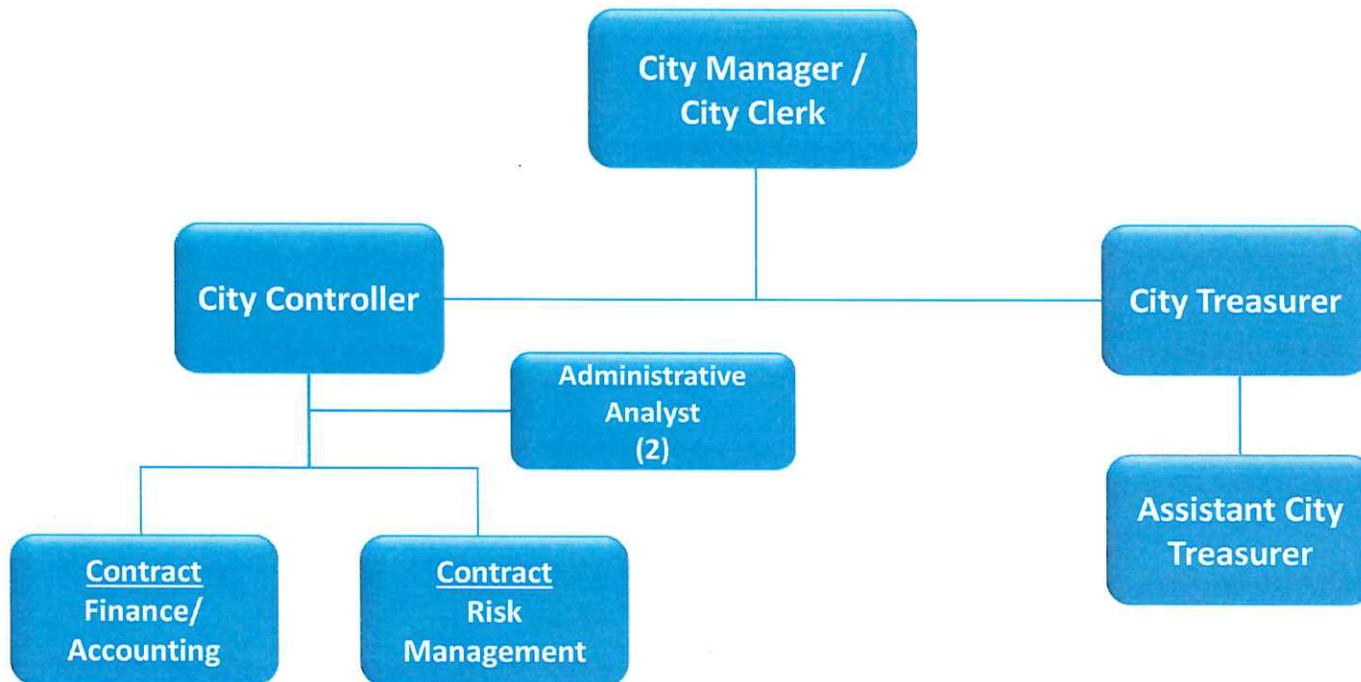
City of Industry



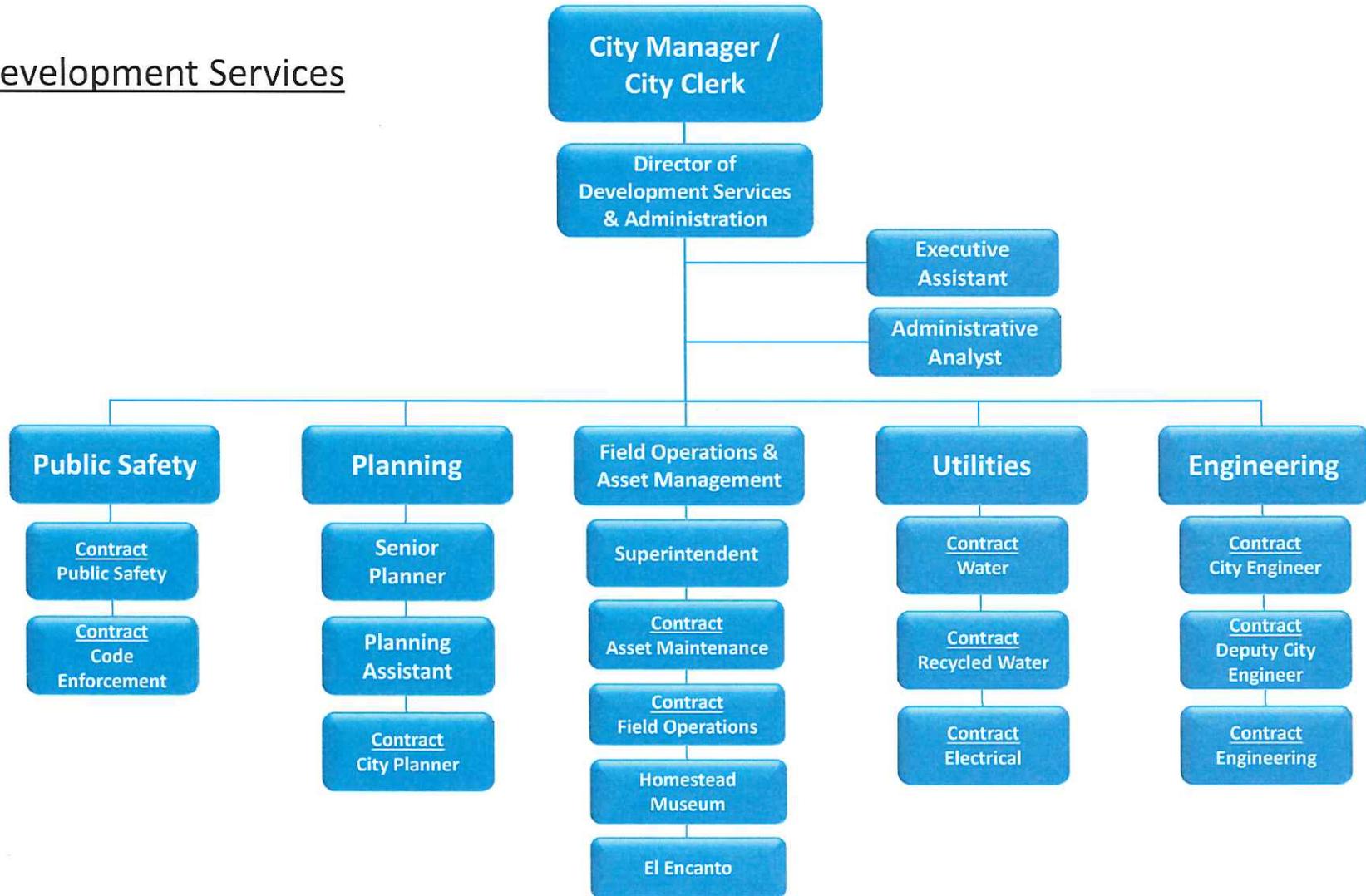
Administrative Services



Financial Services



Development Services





**City of Industry
Department Descriptions Form
FY 2016-17**

Department: Enter Here

Prepared By: Enter Here

Division: Enter Here

Approved By: Approving Director Name

I. Mission Statement or Overview of Department

Please enter your department's mission statement or overview of department's core operations here.

II. Organization Chart

Please see attached Department Organization Chart. If changes are required, please denote changes on Organization Chart.

III. FY 2015-16 List of Accomplishments

Please list all major accomplishments completed and/or will be completed by the end of the fiscal year (through June 2016) in the below chart.

1. <i>Completed the CAFR document</i>	9.
2. <i>Coordinated and completed the FY 17 Annual Budget</i>	10.
3.	11.
4.	12.
5.	13.
6.	14.
7.	15.
8.	16.

If you need to list additional accomplishments, please provide attachment to this form.

IV. Work Plan for FY 2016-17

Please identify and list a Proposed Work Plan for FY 2016-17. The Proposed Work Plan should be "high-level" and consist of major initiatives and objectives of your department for the upcoming fiscal year.

1. <i>Administer and Coordinate the City's Annual Budget Development Process</i>
2. <i>Complete the City's Annual Audit with no or minimal findings</i>
3. <i>Engage and Complete Cost Allocation Plan Study</i>
4. <i>Update and Revise Financial Procedures and Internal Controls</i>
5.
6.
7.
8.



**City of Industry
Department Budget Workbook
FY 2016-17**

Department: 506 - Finance
Fund: 100 - General Fund

Prepared By: Steven Avalos
Approved By: Susan Paragas

Instructions:

Please enter the Proposed FY 2016-17 (FY 17) budget amounts for all "Non-Salary" Object Accounts in Column H. Finance will prepare all salary budgets for all departments. Once completed, you will be required to complete Account Detail forms for each operating Object Account. Each Account Detail Form has been prepared for you and has its own tab in your Department Workbook.

A	B	C	D	E	F	G	H
Object #	Account Description	2013 Actual Amount	2014 Actual Amount	2015 Actual Amount	3-Year Average	2016 Adopted Budget	2017 Proposed Budget
5001	Salaries	\$ 55,350	\$ -	\$ -	\$ 18,450	\$ -	
5013	Telephone	-	-	-	-	-	
5018	Office Supplies & Postage	364	117	109	197	1,000	
5021	Dues and Subscriptions	220	390	-	203	-	
5025	Miscellaneous	-	-	-	-	-	
5062	Building Maintenance	-	-	-	-	-	
5120.01	Professional Services	-	-	3,300	1,100	518,000	
5120.03	Professional Services - Accounting	429,070	634,615	561,476	541,720	-	
5120.04	Accounting Services	972,510	770,855	560,975	768,113	863,000	
5550	Repair and Maintenance Equipment	-	-	-	-	-	
5560	Equipment Rental	8,273	7,627	3,879	6,593	-	
5570	Printing and Photographs	684	-	-	228	-	
5610	Travel and Meetings	2,196	-	-	732	-	
5620	Vehicle Expenses	167	-	-	56	-	
5695	Computer Supplies and Services	18,176	13,490	14,200	15,289	15,000	
9010	Furniture, Equipment & Fixtures	-	-	-	-	-	
		\$ 1,487,011	\$ 1,427,094	\$ 1,143,939	\$ 1,352,681	\$ 1,397,000	\$ -



**City of Industry
Department Budget Workbook
FY 2016-17**

Department: 506 - Finance
Fund: 100 - General Fund

Prepared By: Steven Avalos

Instructions:

Please enter all projected expenses under "Expense Description" (Column B) and "Expense Amount" (Column C) anticipated for FY 2016-17 (FY 17) for each Object Account. The total "Projected Amount" should equal the Proposed FY 17 totals for that account listed in Column H of the "Department Summary Tab". If there is a variance from the FY 16 Budgeted Amount, please provide explanation in the below box under the listing of projected expenses.

Account # / Name: 5120.04 - Accounting Services

A	B	C	D
#	Expense Description	Projected Amount	Notes
1	Frazer Contract	\$ 200,000	Contract is billed monthly for Finance/Accounting Services in an amount not to exceed \$200K
2	Additional Audit	40,000	City will conduct an additional audit in FY 17
3	Cost Allocation Plan Study	20,000	One-time CAP Study to be performed in FY 17
4			
5			
6			
7			
8			
9			
10			
11			

FY 16-17 Proposed Amount: \$ 260,000

FY 15-16 Budgeted Amount: \$ 200,000

Explanation of Proposed Increase/Decrease from FY 15-16 Budgeted Amount

If applicable, please enter explanation here.

1. City will perform an additional audit in FY 17 in an amount not to exceed \$40K in order to improve and strengthen internal financial controls.
2. City will engage in one-time cost allocation plan study in FY 17 to determine General Fund support from all other City funds in an amount not to exceed \$20K.



**City of Industry
CIP Project Request Form
FY 2016-17**

Project Title: Valley Boulevard Reconstruction and Resurfacing
605 Freeway to Turnbull Canyon Road

Proj. Start/End Date: month/20xx – month/20xx

Project Category: Street Widening Reconstruction, Resurfacing, and Slurry Seal Project

Project Overview & Description

<p>Project Description: Valley Boulevard reconstruction and resurfacing 605 Freeway to Turnbull Canyon Road, Phase 1 and Phase 2 (co-op project with L.A. County)</p> <ul style="list-style-type: none"> Phase 1 is currently under construction. MP 03-36 	<p>Project Status / Phase of Project:</p> <table border="0"> <tr> <td><input type="checkbox"/> New</td> <td><input checked="" type="checkbox"/> RFP</td> </tr> <tr> <td><input checked="" type="checkbox"/> Carry-Over From FY 2015-16</td> <td><input type="checkbox"/> In Design</td> </tr> <tr> <td></td> <td><input type="checkbox"/> Out To Bid</td> </tr> <tr> <td></td> <td><input type="checkbox"/> Construction</td> </tr> </table>	<input type="checkbox"/> New	<input checked="" type="checkbox"/> RFP	<input checked="" type="checkbox"/> Carry-Over From FY 2015-16	<input type="checkbox"/> In Design		<input type="checkbox"/> Out To Bid		<input type="checkbox"/> Construction
<input type="checkbox"/> New	<input checked="" type="checkbox"/> RFP								
<input checked="" type="checkbox"/> Carry-Over From FY 2015-16	<input type="checkbox"/> In Design								
	<input type="checkbox"/> Out To Bid								
	<input type="checkbox"/> Construction								

<p>Project Justification: <u>Please provide justification and need to approve project requested.</u></p>	<p>Priority Level:</p> <p><input checked="" type="checkbox"/> High</p> <p><input type="checkbox"/> Medium</p> <p><input type="checkbox"/> Low</p>	<p>Department: Public Works</p> <p>Project Manager: City or Consultant</p>
---	--	--

Project Costs & Funding Overview

Project Cost Estimate: *(Double-click chart to input figures)*

<u>Cost By Project Categorization</u>	<u>Cost</u>	<u>Est. Schedule</u>
Environmental/NPDES		Sept. 2016
Design/Plan Review		Apr-17
Right-of-Way/Land Acquisition		
Construction		
Inspection & Administration		
Contingency		n/a
Total Project Cost:	-	

<p>Annual Operating Cost Impacts: <u>If known, please provide an estimate and/or general overview on impacts to annual operating costs.</u></p>
--

Funding Allocation By Fiscal Year: *(Double-click chart to input figures)*

<u>Funding Source(s)</u>	<u>Requested FY 2015/16 Carry-Over</u>	<u>FY 2016/17 Proposed</u>	<u>FY 2017/18 Plan</u>	<u>FY 2018/19 Plan</u>	<u>FY 2019/20 Plan</u>	<u>FY 2020/21 Plan</u>	<u>Totals</u>
General Fund		\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000
							-
							-
							-
Unfunded							-
Totals:	-	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000

#####

Please attach any visual materials (i.e. pictures of proposed project, map location), any design elements, and/or supplemental materials you would like to be included with each completed CIP Request Form.

New Financial Procedures & Budget Process Overview

City of Industry | April 4, 2016



Summary of State Controller's Office Review Report

New Financial Procedures & Budget Process Overview



Summary of the State Controller's Office Review Report

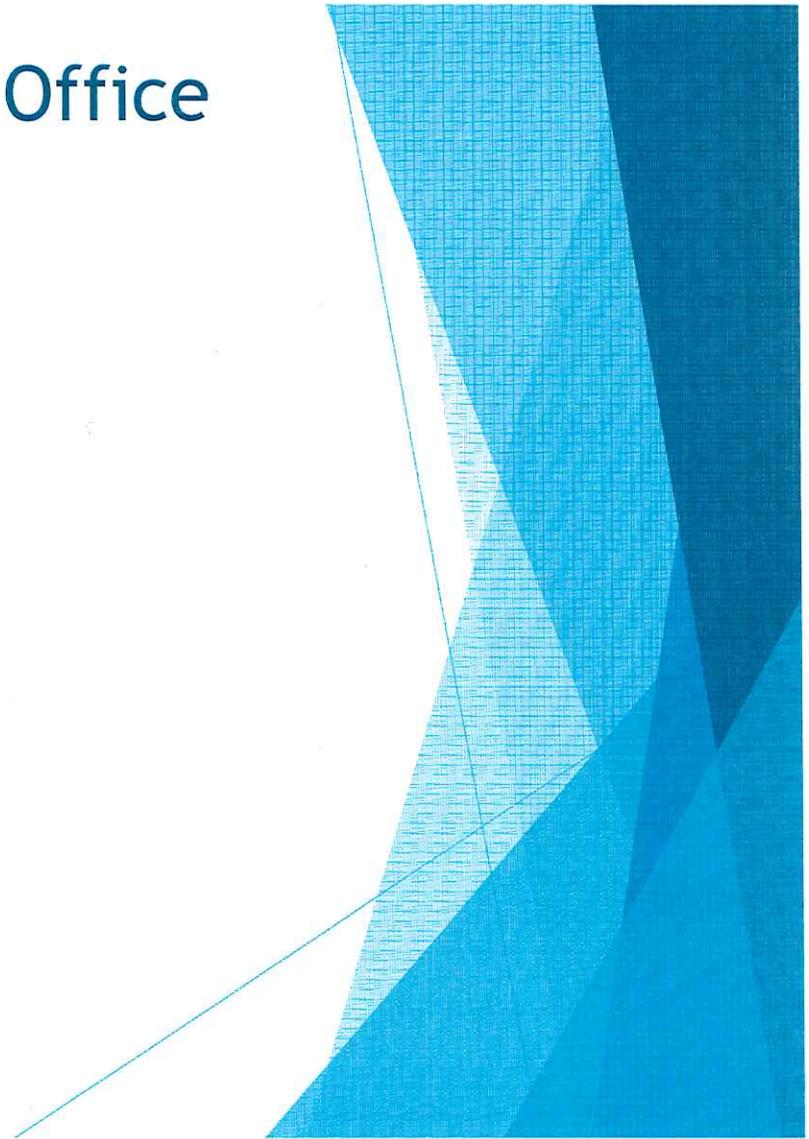
PURPOSE OF SCO'S REVIEW

- ▶ Assess Adequacy of City's Controls
 - Safeguard public assets
 - Ensure proper use of public funds

Summary of the State Controller's Office Review Report

SCO's CONCLUSION

- ▶ Findings of Weaknesses
 - Accounting Controls
 - Administrative Controls



Summary of the State Controller's Office Review Report

SCO's CONCLUSION

▶ *Accounting Controls*

- ▶ Payments - Lack of Details
- ▶ Inadequate Internal Controls
 - Misuse of City-Issued Credit Cards
 - Segregation of Duties
 - Inappropriate Authorization
 - Lack of Timesheets



Summary of the State Controller's Office Review Report

SCO'S RECOMMENDATIONS

- ▶ City to Develop a Comprehensive Plan
 - ▶ Identify Tasks to be Performed
 - ▶ Create Timelines for Completion
 - ▶ Recognize Milestones
 - ▶ Update of Progress at Public Meetings



Summary of the State Controller's Office Review Report

CITY'S COMMITMENT

- ▶ Develop Corrective Actions
 - ▶ Implement Recommendations
 - ▶ City and SCO
- ▶ Ensure Compliance
 - ▶ Best Practices
 - ▶ Safeguard Public Funds



Importance of Internal Controls

New Financial Procedures & Budget Process Overview



Internal Controls - City's and Financial Services Department's Role To Preserve Fiscal Integrity

Definition - Internal control is defined as a process carried out by the City Council and personnel to provide reasonable assurance regarding the achievement of objectives in the following categories:

- ▶ **Reliability** of financial reporting;
- ▶ **Effectiveness and Efficiency** of operations;
- ▶ **Compliance** with applicable laws and regulations; and
- ▶ **Safeguard** of public resources and assets.



Internal Controls - City's and Financial Services Department's Role To Preserve Fiscal Integrity

C.A.R.E.S.

- ▶ Compliance with Applicable Laws and Regulations.
- ▶ Accomplishment of the Entity's Mission (Objectives and Goals).
- ▶ Relevant and Reliable Financial Reporting.
- ▶ Effective and Efficient Operations.
- ▶ Safeguarding of Assets.



Weak Internal Controls Increase Risk Through...

- ▶ ***Business Interruption*** - system breakdowns or catastrophes, excessive re-work to correct for errors.
- ▶ ***Erroneous Management Decisions*** - based on erroneous, inadequate or misleading information.
- ▶ ***Fraud, Embezzlement and Theft*** - by management, employees, customers, vendors, or the public-at-large.
- ▶ ***Statutory Sanctions*** - penalties arising from failure to comply with regulatory requirements, as well as overt violations.
- ▶ ***Excessive Costs/Deficient Revenues*** - expenses which could have been avoided, as well as loss of revenues to which the organization is entitled.
- ▶ ***Loss, Misuse or Destruction of Assets*** - unintentional loss of physical assets such as cash, inventory, and equipment.



Benefits from Strong Internal Controls

- ▶ Reduce and prevent errors in a cost- effective manner.
- ▶ Ensure priority issues are identified and addressed.
- ▶ Protect employees & resources.
- ▶ Provide appropriate checks and balances.
- ▶ Have more efficient audits, resulting in shorter timelines, less testing, and fewer demands on staff.



Agenda - New Financial Procedures & Budget Process Overview

- 1) Staff Reports - Financial Impacts
- 2) New Timesheets and Automating the Payroll Process
- 3) Centralizing Accounts Payable (A/P) Processing
- 4) New Purchase Orders Guidelines and Introduction of Requisitions
- 5) Overview of the FY 2016-17 Budget Process
- 6) Future Financial Reforms



1. Staff Reports

New Financial Procedures & Budget Process Overview



1. Staff Reports - Current

- ▶ Currently, agenda reports do not have a “Financial Impacts” section which identifies the fiscal impact the action recommended will have on the adopted budget.
- ▶ Financial Impacts section is extremely important because it authorizes Finance to:
 - Approve a Contract/Professional Services Agreement and its Contract/Agreement Amount and Amount Per Term;
 - Identify which account that approved goods and/or contract/agreement is charged to;
 - Amend the Current-Year Adopted Budget;
 - Strengthens & Improves Internal Controls.



1. Staff Reports - Proposed

- ▶ **“All”** staff reports should have a Financial Impacts section, regardless if the staff report does not have a financial implication.
- ▶ Effective July 2016 (the beginning of FY 2016-17), all staff reports will be required to have a “Financial Impacts” section, which is typically the last section of the staff report.
- ▶ Finance will prepare a “Recommended Financial Impacts” template and language as a Staff Report Guide prior to implementing in FY 17.



Examples - City of Lynwood

a) Contract Renewal - Fiscal Impact

Discussion & Analysis:

Staff is requesting Council direction with regard to this matter. If approved by Council, the new term of contract will be for an additional one year term at the existing monthly retainer fee of \$3,000. The Agreement term was renewed last year to align it with the fiscal year term and each renewal will occur at the end of each fiscal year. The new contract will be in an amount not to exceed \$36,000.

Fiscal Impact:

If approved, the attached resolution will authorize the Mayor to enter into an agreement with LAG in an amount not to exceed \$36,000 in a form approved by the City Attorney. The lobbyist contract was not included in the FY 13 Proposed Budget and \$36,000 will need to be appropriated from the un-appropriated General Fund if approved.

Coordinated With:

City Attorney

Attachments:

Resolution
Proposed Consulting Services Agreement
LAG Contract Renewal Request and Year-End Activity Report
City Legislative Priorities

b) Receive and File (No Fiscal Impact)

continue to provide quality services to the community.

The City is at a critical juncture and is nearing the point of fiscal emergency if nothing is done. The City's Financial Forecast is the first step to effectively plan for the future and is very much needed at this time. Corrective measures and options for consideration are being presented to Council to necessitate important decisions. In order to avoid fiscal crisis, decisions must be revisited and made soon, years before the problem affects the City. This is necessary to effectively plan for the future and lead the City back to financial stability.

Fiscal Impact:

There is no fiscal impact associated with this report.

Coordinated With:

City Manager's Office
City Attorney

Attachments:

None

2. New Timesheets & Automate Payroll

New Financial Procedures & Budget Process Overview



2. New Timesheets & Automating the Payroll Process - Current

- ▶ Currently, the City does not utilize Timesheets for each pay period.
- ▶ Timesheets are important because it documents all employee hours worked; on what accounts each employee is charged to; identifies use of Vacation, Sick Leave and any other Special Leave; and allows you to identify Overtime for non-exempt employees.
- ▶ Lack of timesheets were cited in the State Controller's Report and was a finding and recommended action.



2. New Timesheets & Automating the Payroll Process - Proposed

- ▶ Effective May 15th Pay Period, all employees will be required to fill out a Timecard for each pay period.
- ▶ Timecards are due 3 days prior to each Payday (please see Payroll Calendar provided in your packet).
- ▶ Employee must submit Timecard to Department Director, who must approve/sign employee's timecard.
- ▶ Department Director will send approved Timecards to Frazer (Julie Hardt)
- ▶ Finance will review & process payroll.



CITY OF INDUSTRY - TIMESHEET									
EMPLOYEE NAME:		Jane Doe			PAY PERIOD:		3/16/2016	TO	3/31/2016
DEPARTMENT:		Finance			POSITION:		Accountant		
Day/Date	Regular Time	Vacation	Sick Leave	Holiday	Other:	Other:	Other:	Total Hours	
Wednesday 3/16/2016	8.00	8.00	2.00	1.00				8.00	
Thursday 3/17/2016	8.00	8.00						8.00	
Friday 3/18/2016	8.00	8.00						8.00	
Saturday 3/19/2016								0.00	
Sunday 3/20/2016								0.00	
Monday 3/21/2016	8.00							8.00	
Tuesday 3/22/2016	8.00							8.00	
Wednesday 3/23/2016	8.00							8.00	
Thursday 3/24/2016	8.00							8.00	
Friday 3/25/2016	8.00							8.00	
Saturday 3/26/2016								0.00	
Sunday 3/27/2016								0.00	
Monday 3/28/2016	8.00							8.00	
Tuesday 3/29/2016	8.00							8.00	
Wednesday 3/30/2016	8.00							8.00	
Thursday 3/31/2016	8.00							8.00	
TOTAL HRS-PAY PERIOD	72.00	21.00	2.00	1.00	0.00	0.00	0.00	96.00	

Employee Certification

I hereby certify under penalty of perjury that I have worked all the hours and/or effort reported on this timesheet and those hours have been worked in accordance with my most current employment authorization form on file with Human Resources.

Employee Signature: _____ Date: _____

Supervisor Signature: _____ Date: _____

2. New Timesheets & Automating the Payroll Process - Future Plans/Proposals

- ▶ Finance will be arranging to have Logos (City's financial system vendor) implement a new Human Resources & Payroll Modules to process payroll in-house.
- ▶ This will also allow automate the payroll process & allow employees to submit their timecards directly into the City's Financial System.
- ▶ This will also allow employees to electronically access/view/download their paycheck stubs, change tax withholdings, and view their Vacation and Sick Leave accruals.
- ▶ To be implemented in FY 2016-17.



3. Centralization of Accounts Payable

New Financial Procedures & Budget Process Overview

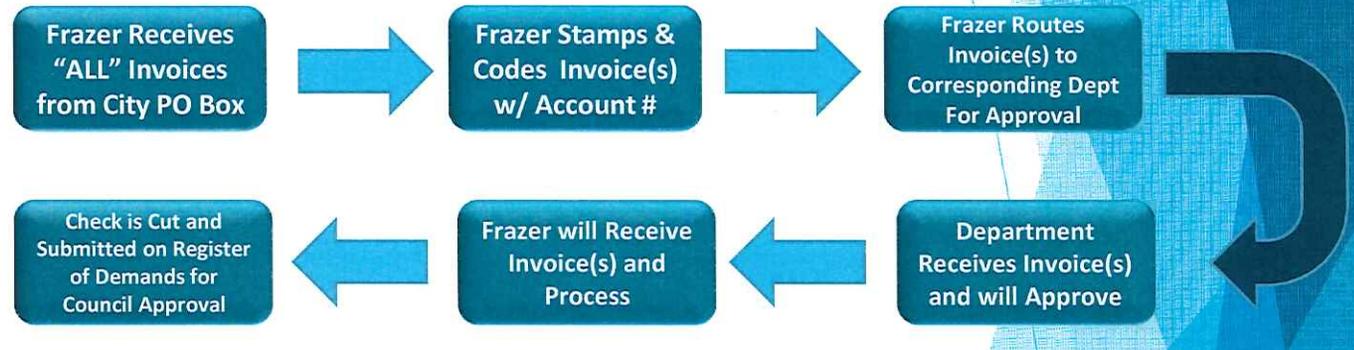


3. Centralizing Accounts Payable - Current

Common Issues:

- ▶ All invoices do not get received by Finance (Frazer staff) & sometimes other departments receive invoices.
- ▶ Departments are not initiating the coding of the proper accounts to each invoice.
- ▶ Invoices and necessary backup/documentation are not provided for remittance of payment.
- ▶ Invoices Paid for services or goods do not have purchase orders.
- ▶ Departments do not adhere to the A/P Calendar and too many “Manual Checks” are being requested.

Invoice Processing Flow Chart - Current

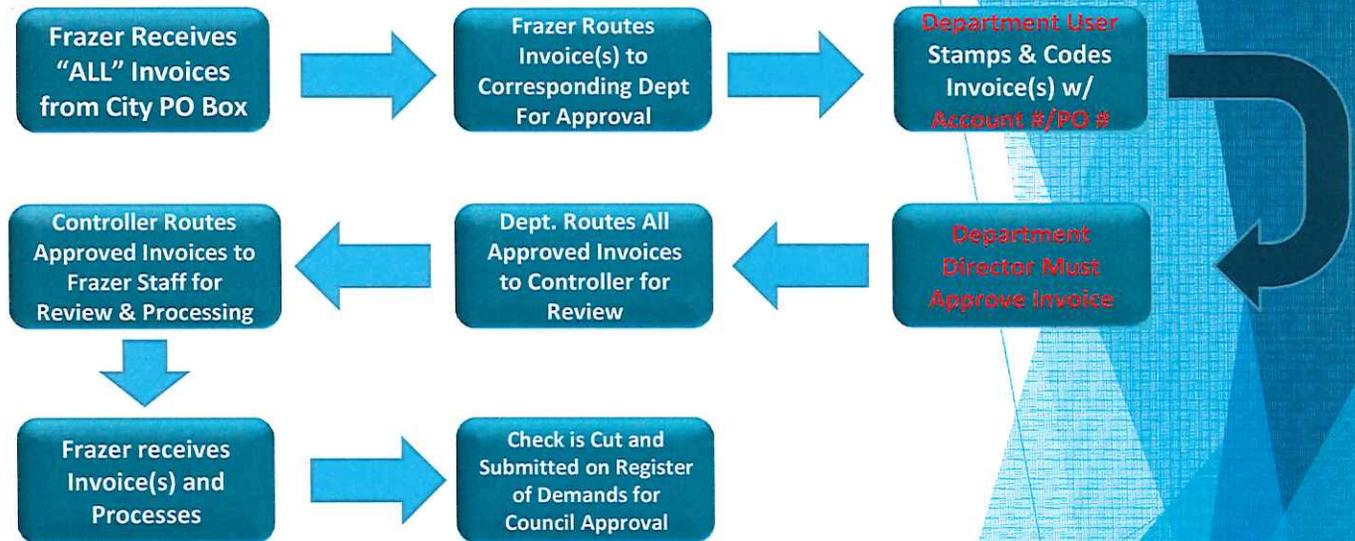


3. Centralizing Accounts Payable - Proposed Effective Immediately

Proposed Changes:

- ▶ Centralized Accounts Payable (A/P) system in which Frazer will receive ALL invoices & disperse Citywide.
- ▶ Frazer will continue the coding of accounts/purchase orders for all invoices through June 30, 2016. Effective July 1, 2016, Departments will be responsible for this function.
- ▶ **“New Department Stamps”** will be provided to department approvals.
- ▶ **“New Department Signature Authorization”** form will be implemented to all certain staff to approve specified invoices (please see packet).
- ▶ Controller will review all invoices prior to Frazer processing.
- ▶ Proper invoices and documentation of work/proof of goods purchased must be submitted at all times.
- ▶ Departments must adhere to the AP Calendar.
- ▶ Requests for “Manual Checks” will be reviewed and approved by the Controller.

Invoice Processing Flow Chart - Proposed



- ✓ In brief, Departments will be more accountable for the remitting and submitting of their invoices.
- ✓ Finance’s role will be to ensure invoices are properly submitted, processed correctly, ensure correct accounts are applied, and all necessary documentation is provided.



4. New Purchase Order Guidelines

New Financial Procedures & Budget Process Overview



4. New Purchase Order Guidelines and Requisition Process - Future Plans/Proposal

Proposed Effective Date - FY 2016-17 (July 2016)

- ▶ Purchase Orders should be utilized for “ALL” vendors: construction contracts, service contracts, & goods & services.
 - Exceptions - Dues & Memberships, Subscriptions, Travel & Meeting do not require purchase orders.
- ▶ Blanket PO's - Blanket PO's should be opened for:
 - Vendors we order small-scale goods from throughout the year (i.e. Staples, Home Depot, ACE Hardware);
 - Service contracts in which we pay for monthly (i.e. legal services, lobbying services, security services).
- ▶ All Purchase Orders will be closed out at the end of each fiscal year and New Purchase Orders will be issued at the beginning of the new fiscal year.
- ▶ Departments will be responsible for requesting Purchase Orders from Finance.
- ▶ In order to request a Purchase Order, Departments will be required to generate a “Purchase Requisition”, which is the financial mechanism most cities utilize to issue Purchase Orders.
- ▶ Finance staff will be working with Logos (New World) to implement a Requisition Module, and have Logos train staff to properly utilize the program.



5. Overview of FY 2016-17 Budget Process

New Financial Procedures & Budget Process Overview



5. Overview of FY 2016-17 Budget Process - Budget Calendar

- 1) April 4, 2016 - New Financial Procedures & Budget Process Overview Meeting
- 2) April 4-28, 2016 - Finance 1-on-1 Budget Forms Training Available to City Staff By Request
- 3) April 28, 2016 - Department Budgets Due to Finance (All Budget Forms must be completed)
- 4) May 12, 2016 - Preliminary City Budget Due to City Manager
- 5) May 19, 2016 - Distribute Preliminary City Budget to City Council, Front Desk, & City Website
- 6) May 26, 2016 - Budget Review & Budget Adoption at City Council Meeting
- 7) June 9, 2016 - (If necessary) 2nd Budget Adoption at City Council Meeting



5. Overview of FY 2016-17 Budget Process - Budget Forms

- 1) Department Descriptions Form
- 2) Department Organization Chart (See Attachment in Agenda Packet)
- 3) Department Budget Workbook
- 4) Revenue Budget Workbook (Finance Only)
- 5) Capital Improvement Project (CIP) Form (Public Works Only)

**** Frazer will be available to generate and send you any Financial Reports necessary to assist you with your Budget Forms. ****

Budget Forms are located in the Public Shared Folder at: <S:\Public\FY 2016-17 Budget Forms>. Please complete and save all budget forms in your department budget folder.



5. Overview of FY 2016-17 Budget Process - Summary of Proposed Changes

- ▶ Previously, Finance would prepare all budget documents and department budgets for department approval and City Manager approval.
- ▶ Proposed - Departments will be “hands-on” and be responsible for building their budgets, in collaboration with Finance and in line with the City’s overall budget policy/priorities for the upcoming budget year.
 - Typically in cities, the Budget Process is a collaborative process with all departments, in which departments submit their budgets and Finance’s role is to review, make recommendations, and approve/modify department budget requests.
- ▶ New Budget Forms - New budget forms will assist and address some of the concerns raised in the State Controller’s Report and LA County Civil Grand Jury Report, as it will identify departmental goals & objectives, link department budgets to outcomes & accomplishments, and allow for development of future performance measures.
- ▶ “Zero-Based Approach” - Departments should base their budgets on true costs and identify projected expenses for all their operating (non-salary) accounts.
 - Identifying projected expenses will greatly assist departments for the new Requisition/Purchase Order Process, as departments will be familiar with their budgets and all accounts.
- ▶ Finance will prepare all Salary & Benefit budgets for all departments.



6. Future Financial Process Reforms in FY 2016-17

- ▶ Finance will be reviewing all of the City's Financial Policies, including its Purchasing Policy, Budget Policy, and other financial procedures in its continued efforts to address the State Controller Report.
- ▶ Finance will continue to streamline Finance staff and core duties to rectify segregation of duties findings raised in the State Controller Report.
- ▶ Finance will continue to review and improve its internal Financial Procedures, and properly document all new changes to current procedures.
- ▶ Finance will revisit and implement new forms for Travel & Meetings.
- ▶ Automate the Payroll System and Process.



This concludes our “short” presentation.
Any questions?

