County of Los Angeles

THE CANYON RESIDENCES PROJECT

Draft EIR

Volume III

Appendices 1.0 – 5.4

Project No. R2008-00549
Case Nos. RENVT20080042,
RCUPT200800069, RPAT200800004
SCH No. 2008061035

Prepared for:

County of Los Angeles
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Prepared by:

IMPACT SCIENCES, INC.
234 East Colorado Boulevard, Suite 205
Pasadena, California 91101

September 2010

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Draft Environmental Impact Report

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Appendices 1.0 – 5.4

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TABLE OF CONTENTS

Volume I

Section Page

1.0 INTRODUCTION 1.0-1

2.0 EXECUTIVE SUMMARY 2.0-1

3.0 PROJECT DESCRIPTION 3.0-1

4.0 CUMULATIVE PROJECTS 4.0-1

5.0 ENVIRONMENTAL IMPACT ANALYSIS 5.0-1
- 5.1 Geotechnical and Soil Resources 5.1-1
- 5.2 Hydrology, Drainage, and Water Quality 5.2-1
- 5.3 Noise 5.3-1
- 5.4 Air Quality 5.4-1
- 5.5 Climate Change 5.5-1
- 5.6 Visual Quality 5.6-1
- 5.7 Traffic, Parking, Circulation, and Access 5.7-1
- 5.8 Sewage Disposal 5.8-1

Volume II

- 5.9 Education 5.9-1
- 5.10 Public Services 5.10-1
  - 5.10.1 Fire Service 5.10.1-1
  - 5.10.2 Sheriff Services 5.10.2-1
- 5.11 Water Service 5.11-1
- 5.12 Utilities 5.12-1
- 5.13 Solid Waste 5.13-1
- 5.14 Parks and Recreation 5.14-1
- 5.15 Library Service 5.15-1
- 5.16 Population, Housing, and Employment 5.16-1
- 5.17 Land Use and Planning 5.17-1
- 5.18 Environmental Safety 5.18-1

6.0 PROJECT ALTERNATIVES 6.0-1

7.0 EFFECTS FOUND NOT TO BE SIGNIFICANT 7.0-1

8.0 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES 8.0-1

9.0 GROWTH-INDUCING IMPACTS 9.0-1

10.0 LIST OF PREPARERS OF THE EIR 10.0-1

11.0 REFERENCES 11.0-1

Appendices

Volume III

1.0 Notice of Preparation (NOP) and Notice of Scoping Meeting, Initial Study Questionnaire, and NOP Comments
Notice of Preparation and Notice of Scoping Meeting
Initial Study Questionnaire
Initial Study
NOP Comments

5.1 Geotechnical Investigation

5.2 Hydrology Study

5.3 Noise Measurements

5.4 Air Quality Calculations
Existing Emissions
Construction Emissions
Mitigated Construction Emissions
Localized Significance Thresholds Analysis
Operational Emissions
Mitigated Operational Emissions
CO Hotspots

Appendices (continued)

Volume IV

5.5 Greenhouse Gas Emissions Calculations

5.7 Traffic Impact Analysis

5.8 Sewage Documentation
Sewer Area Study
Department of Public Works Response

5.10.1 Fire Services Documentation
Fire Department Letter Dated July 23, 2008
Fire Department Letter Dated August 1, 2008
Fire Department Letter Dated October 31, 2008

5.10.2 Law Enforcement Documentation
Sheriff's Department Headquarters Letter Dated July 28, 2008
California Highway Patrol Letter Dated January 30, 2009

5.11 Water Service Documentation
Water Supply Assessment Dated June 2009
Water Will Serve Letter Dated November 4, 2008

5.12 Sempra Utilities Will Serve Letter Dated August 22, 2007

5.15 County of Los Angeles Public Library Letter Dated July 3, 2008

5.18 Environmental Safety Documentation
Phase I Environmental Site Assessment (ESA)
Limited Phase II ESA
Asbestos Survey Report

6.0 Alternatives
Emissions Calculations
Supplemental Traffic Impact Analysis

APPENDIX 1.0

Notice of Preparation (NOP) and Notice of Scoping Meeting, Initial Study Questionnaire, and NOP Comments

Notice of Preparation and Notice of Scoping Meeting

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Bruce W. McClendon, FAICP
Director of Planning

NOTICE OF PREPARATION
AND
NOTICE OF SCOPING MEETING

NOP CIRCULATION DATES:	June 6, 2008 to July 7, 2008
PROJECT TITLE:	Canyon Residences Project Project No. R 2008-00549 General Plan Amendment No. T2008-00004 Zone Change No. RZC T2008-00015 Conditional Use Permit No. RCUP T2008-00069 Oak Tree Permit No. ROAK T2008-00015 Environmental Review No. RENV T2008-00042
PROJECT ADDRESS:	1920 Brea Canyon Cut-Off Road Rowland Heights, CA 91748
PROJECT APPLICANT:	Canyons Apartments LLC
CEQA LEAD AGENCY:	County of Los Angeles Department of Regional Planning 320 W. Temple Street Los Angeles, CA 90012

REQUEST FOR COMMENTS

The County of Los Angeles will be the lead agency and will prepare an Environmental Impact Report (EIR) for the project identified below. In compliance with Section 15082 of the *State California Environmental Quality Act (CEQA) Guidelines*, the County of Los Angeles is sending this Notice of Preparation to each responsible agency, interested parties, and federal agencies involved in approving the project and to trustee agencies responsible for natural resources affected by the project. Within 30 days after receiving the Notice of Preparation, each agency shall provide the County of Los Angeles with specific details about the scope and content of the environmental information related to that agency's area of statutory responsibility.

The purpose of this Notice of Preparation is to solicit the views of your agency as to the scope and content of the environmental information germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The review period for the Notice of Preparation will be from **June 6, 2008 to July 7, 2008**.

Due to the time limits mandated by State Law, your response must be sent at the earliest possible date, but not later than July 7, 2008. Please direct all written comments to the following address. In your written response, please include the name of a contact person in your agency.

Mr. Anthony Curzi
County of Los Angeles Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012-3225
Telephone: (213) 974-6461
Fax (213) 626-0434
e-mail: acurzi@planning.lacounty.gov

PROEJCT LOCATION AND ENVIRONMENTAL SETTING

The proposed project site is approximately 15.7 acres and is located at 1920 Brea Canyon Cut-Off Road. The site is located in the northern portion of the unincorporated Los Angeles County community of Rowland Heights, approximately 0.75 mile south of the Pomona Freeway (SR-60). Regional access to the project site is provided by the Pomona Freeway, while local access to the site is provided by Fairway Drive, Brea Canyon Cut-Off Road, and Colima Road. The site is bounded by a senior housing complex and three commercial buildings along Colima Road on the north, the Royal Vista Golf Course and multi-family residences along Drusilla Way, Esquiline Avenue and Bithynia Way on the east, multi-family residences along Ostia Way and Latium Way on the south, and Brea Canyon Cut-Off Road and single

family residences on the west. Retail centers occupy three of the four corners of the Brea Canyon Cut-Off Road/Colima Road intersection. Land uses in the project area south of the Pomona Freeway are primarily residential and resident-serving commercial uses, while uses immediately north of the freeway are generally industrial.

PROJECT SUMMARY

The proposed project involves the redevelopment of the approximately 15.7-acre property located at 1920 Brea Canyon Cut-Off Road. The existing Southlands Church and Schools structures, parking lots, and athletic field would be replaced with 775 for-lease residential units in multiple buildings, a recreational facility, parking structures containing 1,544 parking spaces, and landscaping throughout the project site. Three different types of residences are proposed: three-story townhomes, a four-story podium building, and a three- and four-story wrap-around building. The floor area ratio (FAR) on the proposed project site would be 1.35.

ENTITLEMENT REQUIREMENTS AND DISCRETIONARY APPROVALS

The proposed project is an application for: (1) Zone Change from the existing A-1-20,000 (Light Agriculture) designation to Residential Planned Development 50 U; (2) Conditional Use Permit; (3) General Plan Amendment (Rowland Heights Community Plan) to amend the existing "Low Density Residential (1)" designation; (4) Oak Tree Permit for the removal of 3 oak trees; (5) Haul Route Permit; (6) Certification of an Environmental Impact Report; (7) Grading, excavation, foundation, and associated building permits; and 8) Other permits and approvals as deemed necessary.

AREAS OF POTENTIAL ENVIRONMENTAL IMPACTS TO BE ANALYZED IN THE EIR

The Department of Regional Planning has determined by way of an Initial Study (see attached Initial Study) that an Environmental Impact Report (EIR) is necessary for the proposed project. The areas of potential environmental impact to be addressed in the EIR will include at least the following (see attached Initial Study):

Potential Hazards

- Geotechnical Hazards
- Flood Hazards
- Fire Hazards
- Noise Hazards

Potential Impacts to Resources

- Water Quality
- Air Quality
- Visual Qualities

Potential Impacts on Services

- Traffic and Access
- Sewage Disposal
- Education
- Fire and Sheriff
- Utilities

Potential Other Impacts

- Changes in Scale of the Surrounding Area
- Environmental Safety
- Land Use
- Population, Housing, Employment and Recreation

REVIEW MATERIALS

The County of Los Angeles Department of Regional Planning is soliciting input based on your views and opinions concerning the scope of the EIR for the proposed project. To facilitate your review, the following materials are attached:

- Expanded Project Description
- Los Angeles County Initial Study and Impact Analysis
- 500-foot Radius Land Use Map

Additional copies of the NOP are available for public review through July 7, 2008 on the Department of Regional Planning website http://planning.co.la.ca.us/case.htm as well as at the following libraries:

Rowland Heights Library	Diamond Bar Library
1850 Nogales Street	1061 S. Grand Avenue
Rowland Heights, CA 91748-2945	Diamond Bar, CA 91765-2299
Environmental Documents	Environmental Documents
Phone: (626) 912-5348	Phone: (909) 861-4978

SCOPING MEETING

To assist in location participation, a Scoping Meeting will be held to present the proposed project and to solicit suggestions from the public. This meeting will be held at the gymnasium for the **Southlands Christian School located at 1920 Brea Canyon Cut-Off Road in Rowland Heights on June 19, 2008 from 7:00 PM to 9:00 PM**.

PROJECT DESCRIPTION

1. INTRODUCTION

Canyons Apartments LLC (Applicant) proposes the development of a multi-family residential rental community (proposed project) at 1920 Brea Canyon Cut-Off Road (project site) in the Rowland Heights community of unincorporated Los Angeles County. The proposed project would consist of multiple residential buildings containing 775 high-quality residential units. The development would comprise three different building types, including podium building units, townhomes, and wrap-around buildings. In addition to the residential units, the development would include recreational amenities that will serve all project residents. Such amenities as currently proposed may include a central recreational facility, swimming pools, spas, fitness centers, social rooms, and a business center. The proposed project would also include abundant landscaping throughout the project site, and the currently proposed landscaping program includes elements such as canopies of mature shade trees, flowers, landscaping lighting features, broad landscaped setbacks, and streetscape amenities. Upon completion, the proposed project will include a maximum of approximately 924,250 square feet of gross floor area.

2. PROJECT LOCATION AND SURROUNDING USES

The proposed project would develop 775 multi-family residential units on an approximately 15.7-acre site located at 1920 Brea Canyon Cut-Off Road. The proposed project site is located in the northern portion of the unincorporated Los Angeles County community of Rowland Heights, approximately 0.75 mile south of the Pomona Freeway (SR-60). Regional access to the project site is provided by the Pomona Freeway, while local access to the site is provided by Fairway Drive, Brea Canyon Cut-Off Road, and Colima Road. **Figure 1, Vicinity Map,** and **Figure 2, Project Location Map**, show the project site and surrounding roadways.

The project site is bounded by a senior housing complex and three commercial buildings along Colima Road on the north, the Royal Vista Golf Course and multi-family residences along Drusilla Way, Esquiline Avenue and Bithynia Way on the east, multi-family residences along Ostia Way and Latium Way on the south, and Brea Canyon Cut-Off Road and single family residences on the west. Shopping centers occupy three of the four corners of the Brea Canyon Cut-Off Road/Colima Road intersection. Land uses in the project area south of the Pomona Freeway are primarily residential and resident-serving commercial uses, while uses immediately north of the freeway are generally industrial.

Land use in Rowland Heights is governed by the County of Los Angeles Zoning Ordinance and the Rowland Heights Community Plan (Community Plan) of the County of Los Angeles General Plan. The

General Plan designation for the project site is Low Density Residential (1) while the Community Plan designation is U1 (Urban-1)[1]. According to the Los Angeles County Zoning Ordinance (County Zoning Ordinance), the zoning designation for the site is A-1-20,000 (Light Agriculture). This designation allows for single family dwelling units, adult residential facilities, crops, family childcare homes, and various light agricultural uses. The proposed project is also subject to the Rowland Heights Community Standards District (CSD), which implements the Community Plan and establishes standards for new development.

3. PROJECT SITE BACKGROUND

The project site comprises two parcels (Parcel 1 and Parcel 2) and is currently developed with Southlands Christian Schools, which span grades Pre-K through 12, and the affiliated Southlands Church. Nine single-story buildings, two paved surface parking lots and an athletic field currently occupy the site. Approximately 70 percent (11 acres) of the project site is currently developed with buildings or paved, and approximately 30 percent (4.7 acres) is unpaved. The church and school were constructed between 1970 and 2002; prior to their construction, the project site was used for agricultural cultivation.

3. PROJECT OBJECTIVES

The Applicant seeks to develop the proposed project on the approximately 15.7-acre project site in the northern portion of Rowland Heights, south of the Pomona Freeway. Key objectives of the proposed project are as follows:

- Meet the housing needs of local and area residents and alleviate the housing shortage in the Rowland Heights community and in the San Gabriel Valley.
- Provide housing in proximity to existing employment centers in the eastern San Gabriel Valley.
- Encourage pedestrian activity and minimize vehicle use by providing housing in proximity to existing neighborhood-serving retail and commercial uses.
- Provide high-quality housing options without displacing existing residential uses.
- Provide an appropriate residential unit mix and amenities to meet the needs of a variety of tenants.
- Use architecture and abundant landscaping to create a visually attractive environment.

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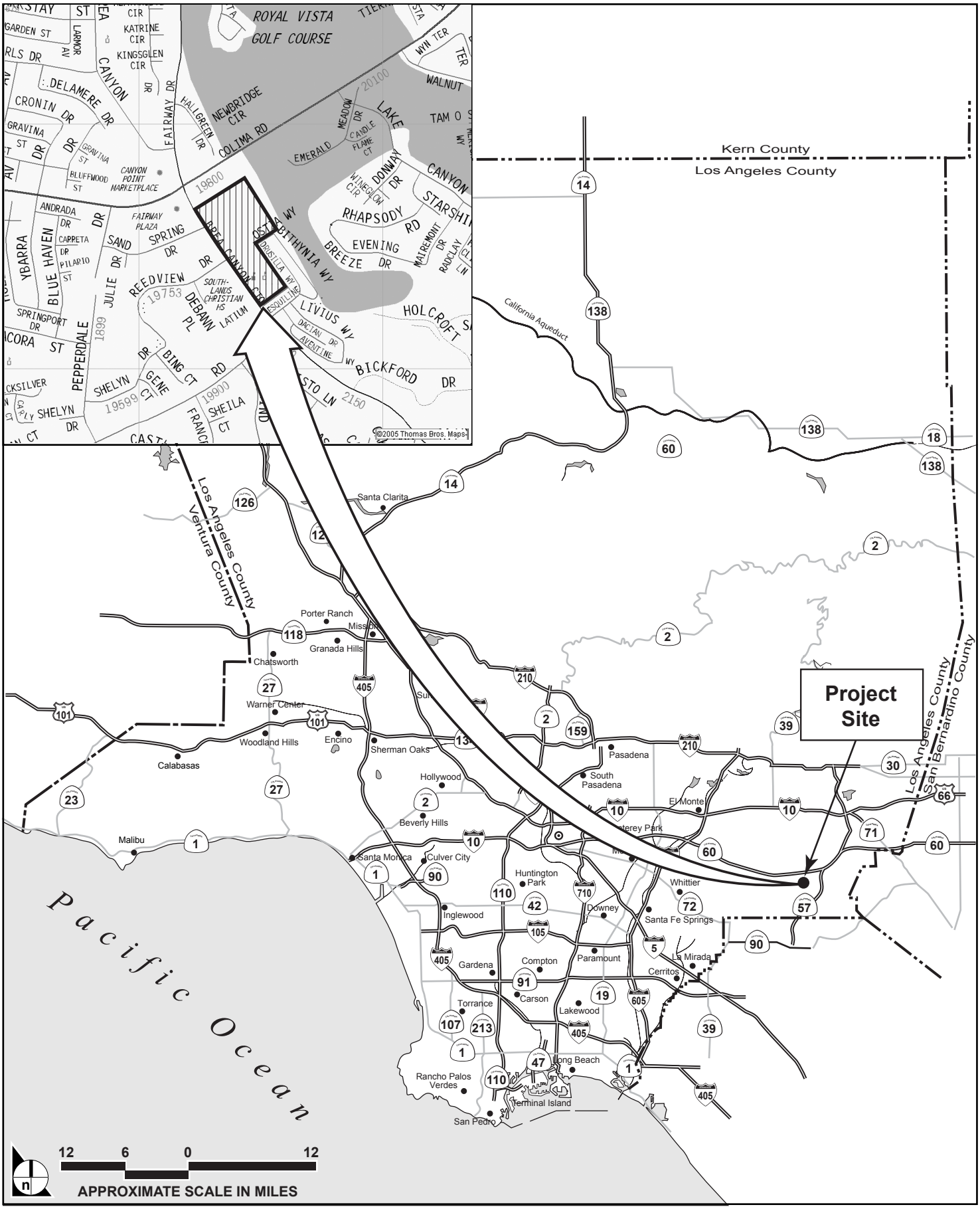
1 Robert Glaser (Senior Planner at the County Department of Regional Planning) confirmed that the current land use designation is Urban-1, and corrections are being made to County maps that erroneously indicated the land use designation as Public or Semi-Public Facilities.

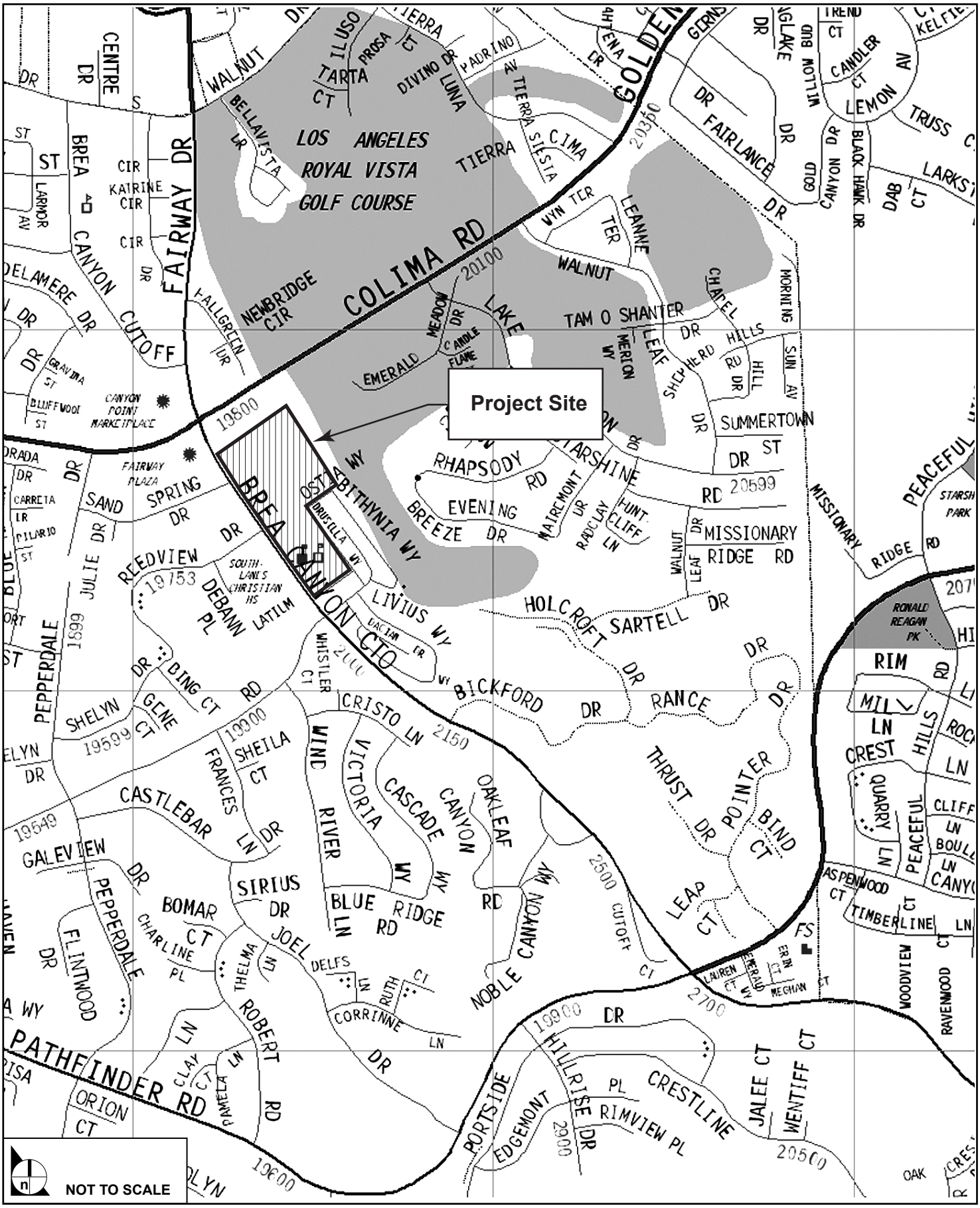


SOURCE: Thomas Bros. - 2005, Impact Sciences, Inc. – March 2008

FIGURE **1**

Vicinity Map

291-006•03/08



SOURCE: Thomas Bros. - 2005, Impact Sciences, Inc. – December 2007

FIGURE **2**

Project Location Map

964-001•01/08

- Implement design features that incorporate the *California Build It Green Multi-Family Greenpoint Checklist* of sustainable, green design principles into site design, building construction techniques, and building materials.
- Utilize existing topography to minimize visual impacts off-site.
- Provide streetscaping improvements that enhance the visual environment of the neighborhood and encourage pedestrian activity within the project site, and between the site and nearby retail and commercial land uses.
- Locate housing in an area served by mass transit to reduce project-related vehicle trips.
- Meet all project-related parking demand on the project site on the project site.

4. PROJECT CHARACTERISTICS

4.1 Overview of the Concept Plan

The proposed project involves the redevelopment of the approximately 15.7-acre property located at 1920 Brea Canyon Cut-Off Road. The existing Southlands Church and Schools structures, parking lots, and athletic field would be replaced with 775 for-lease residential units in multiple buildings, a recreational facility, parking structures containing 1,544 parking spaces, and landscaping throughout the project site.

Three different types of residences are proposed: three-story townhomes, a four-story podium building, and a three- and four-story wrap-around building. The three residential unit types are described in **Sections 4.2** through **4.4**.

Additional project characteristics, including Recreation and Amenities, Landscaping, Infrastructure, and Access and Circulation, are described in **Sections 4.5** through **4.8**. The proposed project's parking requirement is described in **Section 4.9**.

A conceptual site plan is illustrated in **Figure 3, Conceptual Site Plan**. Site plans for the three types of residences are shown in **Figures 4** through **8**. Elevations of the proposed residences are shown in **Figures 9 through 12**. The proposed project would implement environmentally sensitive and sustainable design features that incorporate the *California Build It Green Multi-Family Greenpoint Checklist*. A summary of all major project components is provided in **Table 1, Summary of Project Components**.

The floor area ratio (FAR) on the proposed project site would be 1.35.

Table 1
Summary of Project Components

Unit Type	One Bedroom	Two Bedroom	Three Bedroom	Total No. of Units	Building Height	Gross Floor Area [a]
Podium Units	282	168	N/A	450	4 stories	499,500
Townhomes	N/A	78	30	108	3 stories	150,900
Wrap Around Units	119	82	16	217	3–4 stories	266,000
Recreational Facility					2 stories	7,850
Total	**401**	**328**	**46**	**775**	N/A	**924,250**

[a] *Gross square area encompasses leaseable building space plus "accessory" nonleaseable space including mechanical/electrical/maintenance rooms, corridors, stairwells, elevators, storage, etc., but excludes parking. The FAR (floor area ratio), a measure of the proposed project's density, is the ratio of gross floor area to total lot gross square footage: 924,250/ 685,014=1.35).*

Source: Van Tilburg, Banvard & Soderbergh, AIA, March 2008

4.2 Podium Building Units

Podium building units would be contained in two four-story buildings set above a landscaped courtyard and partial below-grade parking, occupying the northern end of the project site. A total of 450 podium-building units is proposed, including 282 one-bedroom units and 168 two-bedroom units. The one- and two-bedroom units proposed would range in size from 620 square feet (sq. ft.) for one-bedroom units to 905 sq. ft. for two-bedroom units. The podium buildings would total 499,500 sq. ft.

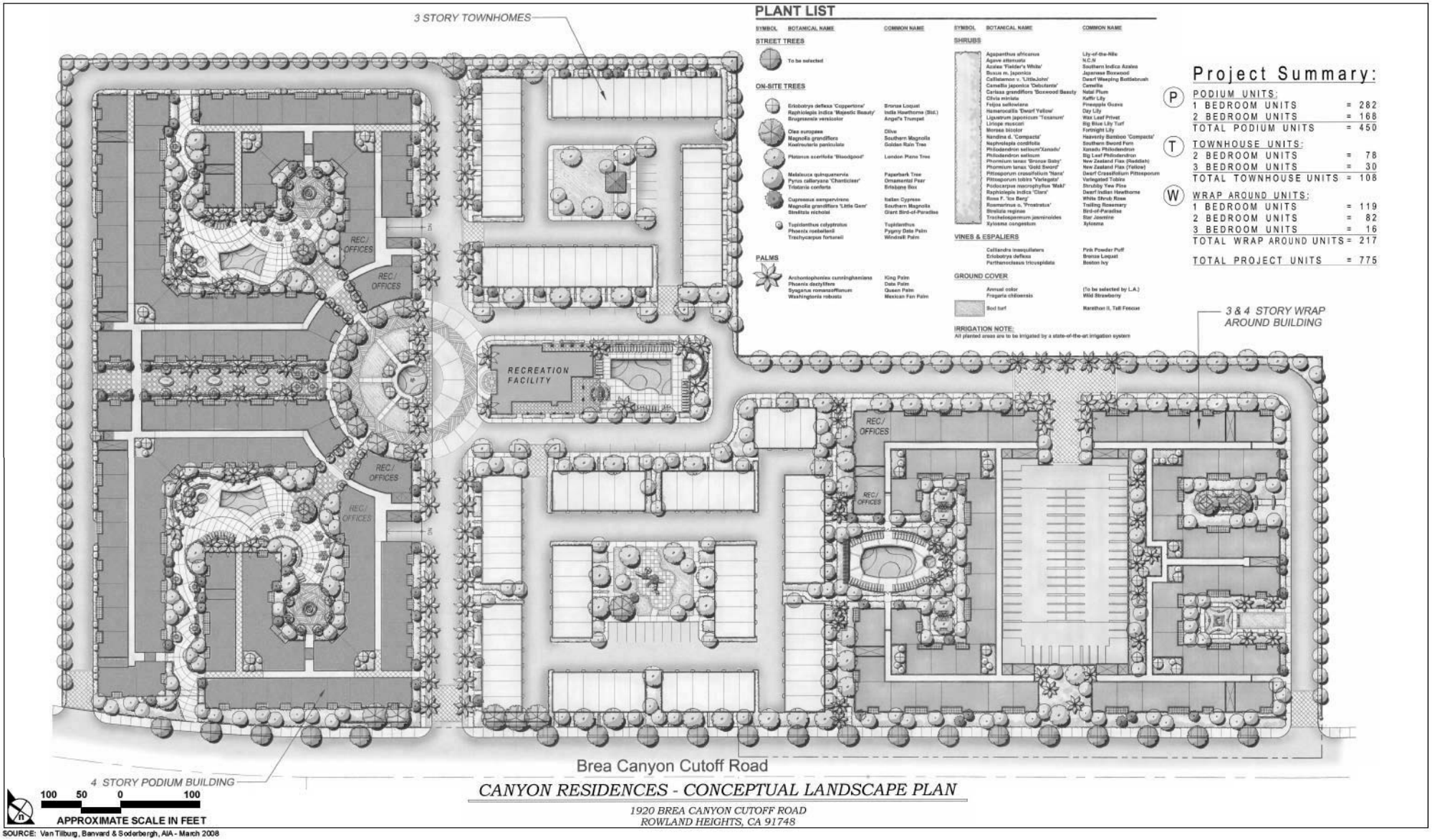
The height above grade of the podium building varies across a given elevation because of the slope of the site. As shown in **Figure 9**, previously referenced, building heights along the western elevation (facing Brea Canyon Cut-Off Road) would range from 56 feet to 69 feet above finished grade; the maximum building height along the southern elevation (along the interior driveway) would be approximately 57 feet.[2]

4.3 Townhomes

Rowhouse-style townhomes are proposed within two three-story building clusters occupying the central portion of the project site. A total of 108 townhomes is proposed, including 78 two-bedroom units and 30 three-bedroom units. Townhomes would include two- and three-bedroom residences ranging in size from 1,150 sq. ft. to 1,450 sq. ft. The townhomes would total 150,900 sq. ft. The two proposed floor plans are shown in **Figure 7**, previously referenced.

As shown in **Figure 10**, previously referenced, the townhomes would be approximately 39 feet and 6 inches in height above finished grade.

[2] Building heights are measured from adjacent finished grade to the top of the roofline, excluding stairwell, elevator, and mechanical equipment enclosures.



PLANT LIST

SYMBOL	BOTANICAL NAME	COMMON NAME
STREET TREES		
	To be selected	
ON-SITE TREES		
	Eriobotrya deflexa 'Coppertone'	Bronze Loquat
	Raphiolepis indica 'Majestic Beauty'	India Hawthorne (Std.)
	Brugmansia versicolor	Angel's Trumpet
	Olea europaea	Olive
	Magnolia grandiflora	Southern Magnolia
	Koelreuteria paniculata	Golden Rain Tree
	Platanus acerifolia 'Bloodgood'	London Plane Tree
	Melaleuca quinquenervia	Paperbark Tree
	Pyrus calleryana 'Chanticleer'	Ornamental Pear
	Tristania conferta	Brisbane Box
	Cupressus sempervirens	Italian Cypress
	Magnolia grandiflora 'Little Gem'	Southern Magnolia
	Strelitzia nicholai	Giant Bird-of-Paradise
	Tupidanthus calyptratus	Tupidanthus
	Phoenix roebelenii	Pygmy Date Palm
	Trachycarpus fortunei	Windmill Palm
PALMS		
	Archontophoenix cunninghamiana	King Palm
	Phoenix dactylifera	Date Palm
	Syagrus romanoffianum	Queen Palm
	Washingtonia robusta	Mexican Fan Palm

SYMBOL	BOTANICAL NAME	COMMON NAME
SHRUBS		
	Agapanthus africanus	Lily-of-the-Nile
	Agave attenuata	N.C.N
	Azalea 'Fielder's White'	Southern Indica Azalea
	Buxus m. japonica	Japanese Boxwood
	Callistemon v. 'LittleJohn'	Dwarf Weeping Bottlebrush
	Camellia japonica 'Debutante'	Camellia
	Carissa grandiflora 'Boxwood Beauty	Natal Plum
	Clivia miniata	Kaffir Lily
	Feijoa sellowiana	Pineapple Guava
	Hemerocallis 'Dwarf Yellow'	Day Lily
	Ligustrum japonicum "Texanum'	Wax Leaf Privet
	Liriope muscari	Big Blue Lily Turf
	Moraea bicolor	Fortnight Lily
	Nandina d. 'Compacta'	Heavenly Bamboo 'Compacta'
	Nephrolepis cordifolia	Southern Sword Fern
	Philodendron selloum'Xanadu'	Xanadu Philodendron
	Philodendron selloum	Big Leaf Philodendron
	Phormium tenax 'Bronze Baby'	New Zealand Flax (Reddish)
	Phormium tenax 'Gold Sword'	New Zealand Flax (Yellow)
	Pittosporum crassifolium 'Nana'	Dwarf Crassifolium Pittosporum
	Pittosporum tobira 'Variegata'	Variegated Tobira
	Podocarpus macrophyllus 'Maki'	Shrubby Yew Pine
	Raphiolepis indica 'Clara'	Dwarf Indian Hawthorne
	Rosa F. 'Ice Berg'	White Shrub Rose
	Rosmarinus o. 'Prostratus'	Trailing Rosemary
	Strelizia reginae	Bird-of-Paradise
	Trachelospermum jasminoides	Star Jasmine
	Xylosma congestum	Xylosma
VINES & ESPALIERS		
	Calliandra inaequilaters	Pink Powder Puff
	Eriobotrya deflexa	Bronze Loquat
	Parthenocissus tricuspidata	Boston Ivy
GROUND COVER		
	Annual color	(To be selected by L.A.)
	Fragaria chiloensis	Wild Strawberry
	Sod turf	Marathon II, Tall Fescue

IRRIGATION NOTE:
All planted areas are to be irrigated by a state-of-the-art irrigation system

Project Summary:

(P)	PODIUM UNITS:	
	1 BEDROOM UNITS	= 282
	2 BEDROOM UNITS	= 168
	TOTAL PODIUM UNITS	= 450
(T)	TOWNHOUSE UNITS:	
	2 BEDROOM UNITS	= 78
	3 BEDROOM UNITS	= 30
	TOTAL TOWNHOUSE UNITS	= 108
(W)	WRAP AROUND UNITS:	
	1 BEDROOM UNITS	= 119
	2 BEDROOM UNITS	= 82
	3 BEDROOM UNITS	= 16
	TOTAL WRAP AROUND UNITS	= 217
	TOTAL PROJECT UNITS	= 775

CANYON RESIDENCES - CONCEPTUAL LANDSCAPE PLAN

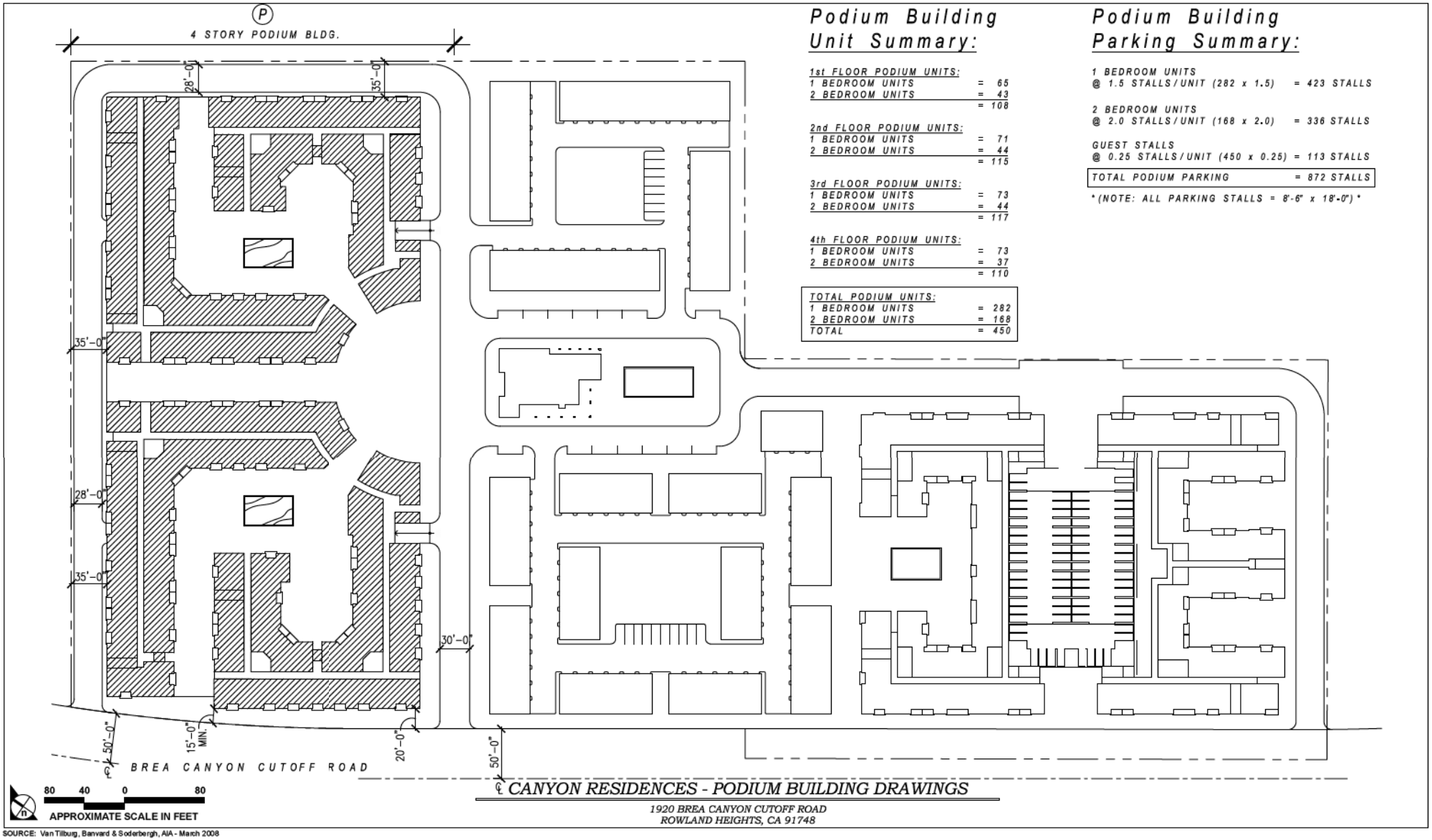
1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CA 91748

SOURCE: Van Tilburg, Banvard & Soderbergh, AIA - March 2008

FIGURE 3

Conceptual Site Plan

291-006-03/08



Podium Building Unit Summary:

1st FLOOR PODIUM UNITS:

1 BEDROOM UNITS	=	65
2 BEDROOM UNITS	=	43
	=	108

2nd FLOOR PODIUM UNITS:

1 BEDROOM UNITS	=	71
2 BEDROOM UNITS	=	44
	=	115

3rd FLOOR PODIUM UNITS:

1 BEDROOM UNITS	=	73
2 BEDROOM UNITS	=	44
	=	117

4th FLOOR PODIUM UNITS:

1 BEDROOM UNITS	=	73
2 BEDROOM UNITS	=	37
	=	110

TOTAL PODIUM UNITS:

1 BEDROOM UNITS	=	282
2 BEDROOM UNITS	=	168
TOTAL	=	450

Podium Building Parking Summary:

1 BEDROOM UNITS
@ 1.5 STALLS/UNIT (282 x 1.5) = 423 STALLS

2 BEDROOM UNITS
@ 2.0 STALLS/UNIT (168 x 2.0) = 336 STALLS

GUEST STALLS
@ 0.25 STALLS/UNIT (450 x 0.25) = 113 STALLS

TOTAL PODIUM PARKING = 872 STALLS

* (NOTE: ALL PARKING STALLS = 8'-6" x 18'-0") *

℄ CANYON RESIDENCES - PODIUM BUILDING DRAWINGS

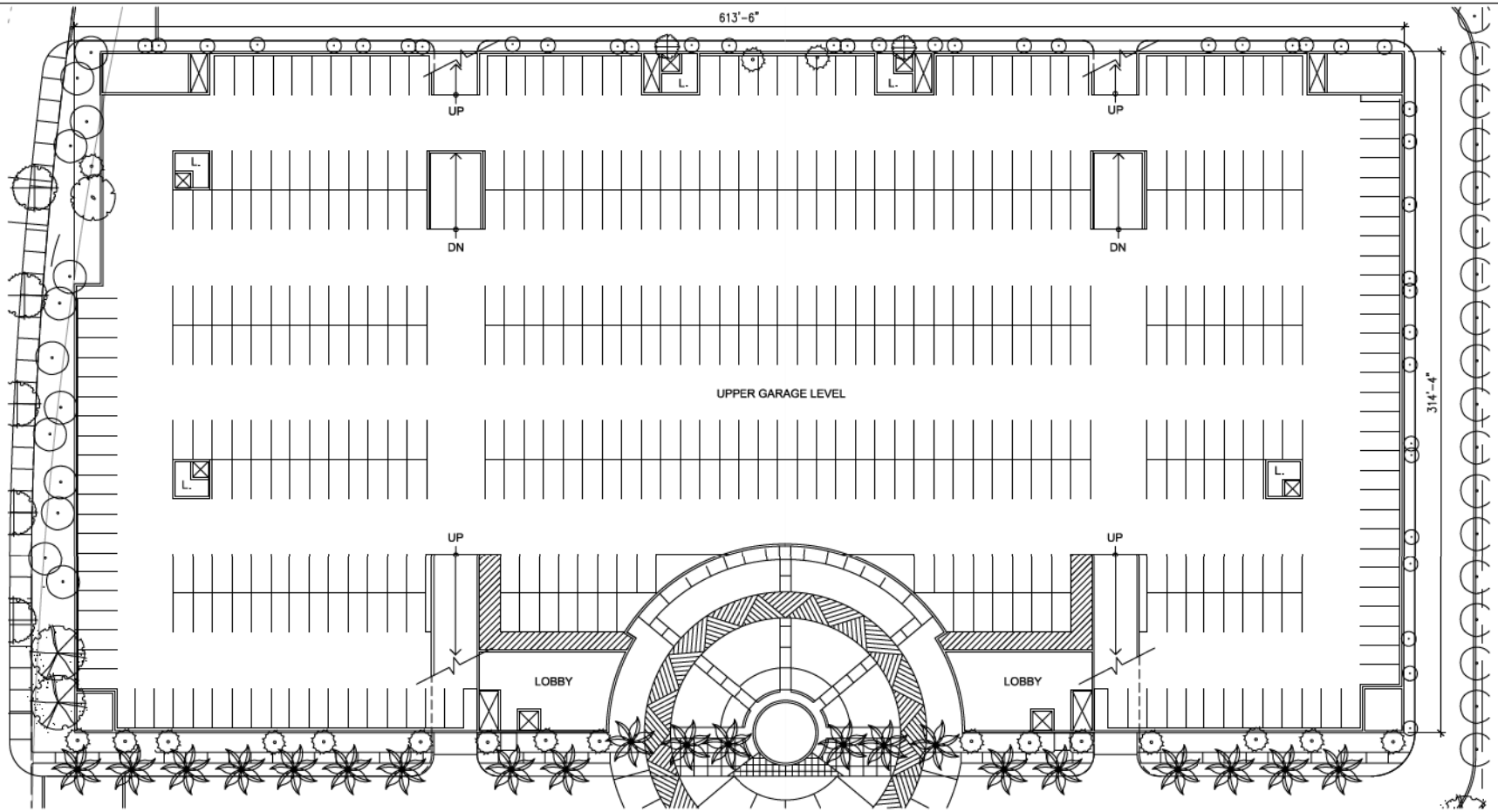
1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CA 91748

SOURCE: Van Tilburg, Banvard & Soderbergh, AIA - March 2008

FIGURE 4

Site Plan - Podium Building

291-006-03/08



Total Podium Building Parking Summary:

1 BEDROOM UNITS
@ 1.5 STALLS/UNIT (282 x 1.5) = 423 STALLS

2 BEDROOM UNITS
@ 2.0 STALLS/UNIT (168 x 2.0) = 336 STALLS

GUEST STALLS
@ 0.25 STALLS/UNIT (450 x 0.25) = 113 STALLS

TOTAL PODIUM PARKING = 872 STALLS

(NOTE: ALL PARKING STALLS = 8'-6" x 18'-0")

CANYON RESIDENCES - PODIUM BUILDING - UPPER GARAGE PLAN

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CA 91748

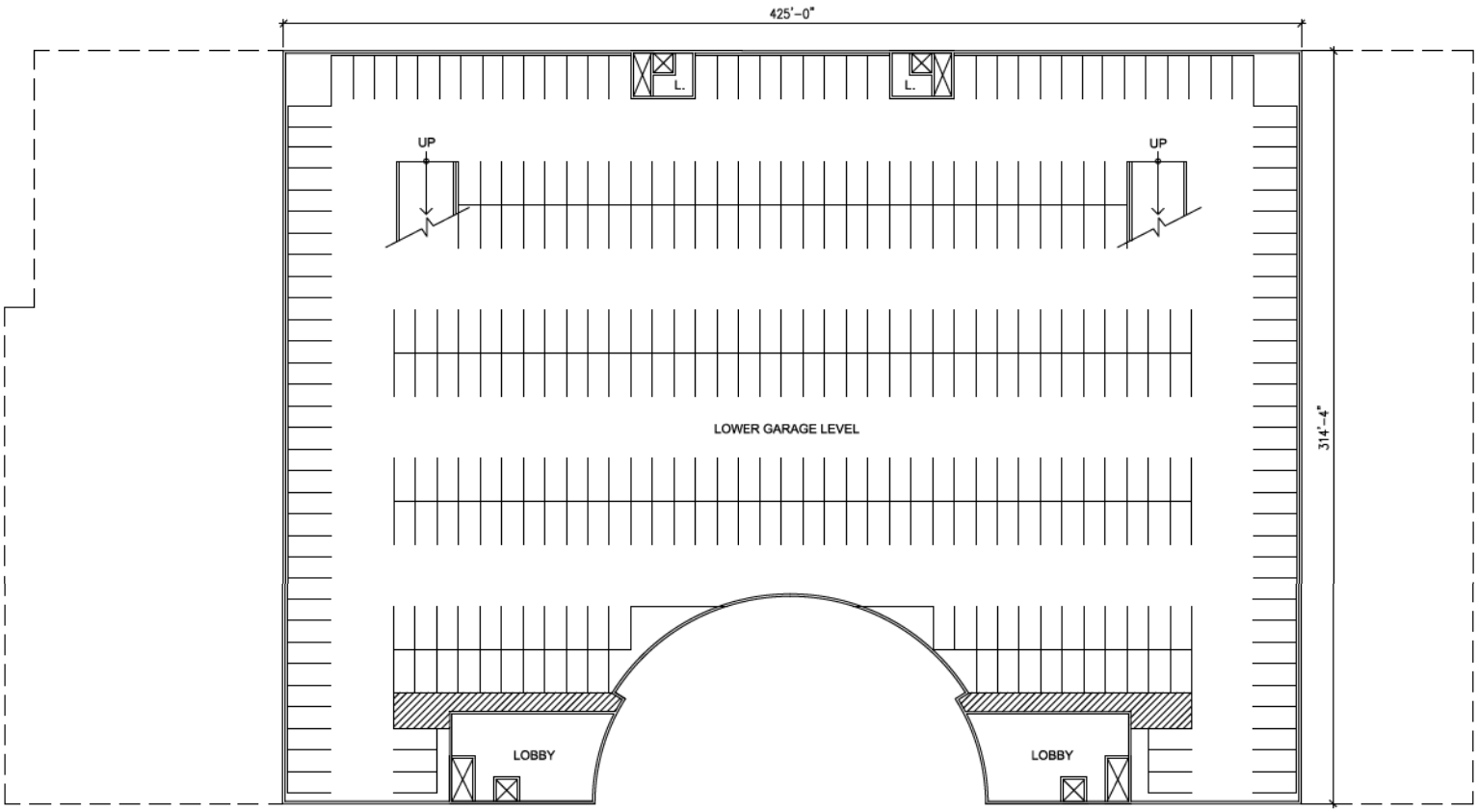
80 40 0 80
APPROXIMATE SCALE IN FEET

SOURCE: Van Tilburg, Banvard & Soderbergh, AIA - March 2008

FIGURE 5

Podium Building Parking - Upper Level

291-006-03/08



CANYON RESIDENCES - PODIUM BUILDING - LOWER GARAGE PLAN

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CA 91748

Total Podium Building Parking Summary:

1 BEDROOM UNITS
@ 1.5 STALLS / UNIT (282 x 1.5) = 423 STALLS

2 BEDROOM UNITS
@ 2.0 STALLS / UNIT (168 x 2.0) = 336 STALLS

GUEST STALLS
@ 0.25 STALLS / UNIT (450 x 0.25) = 113 STALLS

TOTAL PODIUM PARKING = 872 STALLS

* (NOTE: ALL PARKING STALLS = 8'-6" x 18'-0") *

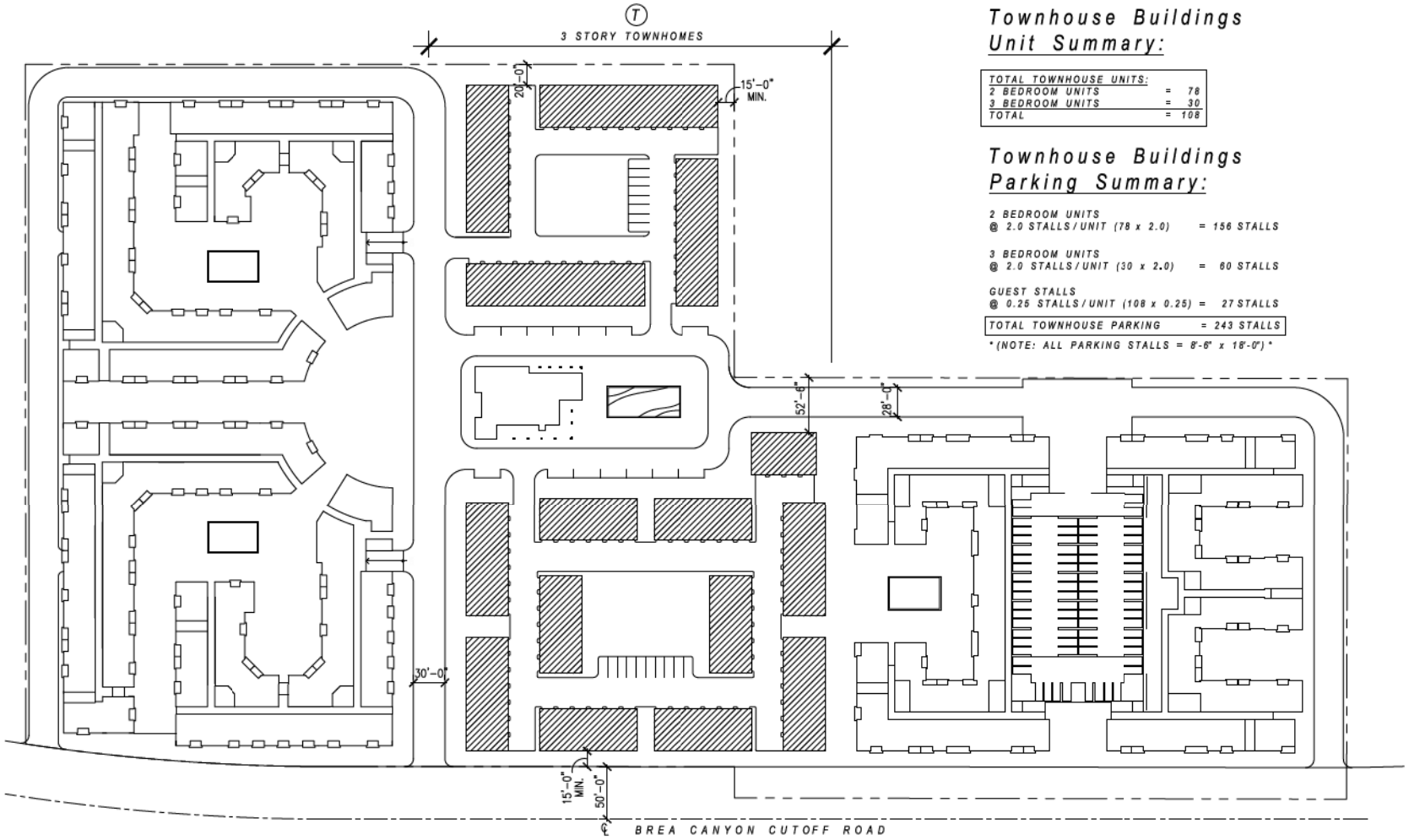
80 40 0 80
APPROXIMATE SCALE IN FEET

SOURCE: Van Tilburg, Banvard & Soderbergh, AIA - March 2008

FIGURE 6

Podium Building Parking - Lower Level

291-006-03/08



Townhouse Buildings Unit Summary:

TOTAL TOWNHOUSE UNITS:		
2 BEDROOM UNITS	=	78
3 BEDROOM UNITS	=	30
TOTAL	=	108

Townhouse Buildings Parking Summary:

2 BEDROOM UNITS
@ 2.0 STALLS/UNIT (78 x 2.0) = 156 STALLS

3 BEDROOM UNITS
@ 2.0 STALLS/UNIT (30 x 2.0) = 60 STALLS

GUEST STALLS
@ 0.25 STALLS/UNIT (108 x 0.25) = 27 STALLS

TOTAL TOWNHOUSE PARKING = 243 STALLS

(NOTE: ALL PARKING STALLS = 8'-6" x 18'-0")

80 40 0 80
APPROXIMATE SCALE IN FEET

CANYON RESIDENCES - TOWNHOME BUILDING DRAWINGS

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CA 91748

SOURCE: Van Tilburg, Banvard & Soderbergh, AIA - March 2008

FIGURE 7

Site Plan - Townhomes

291-006-03/08

Wrap Around Building Unit Summary:

1st FLOOR WRAP AROUND UNITS:

1 BEDROOM UNITS	=	34
2 BEDROOM UNITS	=	20
3 BEDROOM UNITS	=	4
	=	58

2nd FLOOR WRAP AROUND UNITS:

1 BEDROOM UNITS	=	31
2 BEDROOM UNITS	=	22
3 BEDROOM UNITS	=	4
	=	57

3rd FLOOR WRAP AROUND UNITS:

1 BEDROOM UNITS	=	31
2 BEDROOM UNITS	=	22
3 BEDROOM UNITS	=	4
	=	57

1st FLOOR WRAP AROUND UNITS:

1 BEDROOM UNITS	=	23
2 BEDROOM UNITS	=	18
3 BEDROOM UNITS	=	4
	=	45

TOTAL WRAP AROUND UNITS:

1 BEDROOM UNITS	=	119
2 BEDROOM UNITS	=	82
3 BEDROOM UNITS	=	16
TOTAL	=	217

Wrap Around Building Parking Summary:

1 BEDROOM UNITS
@ 1.5 STALLS/UNIT (119 x 1.5) = 179 STALLS

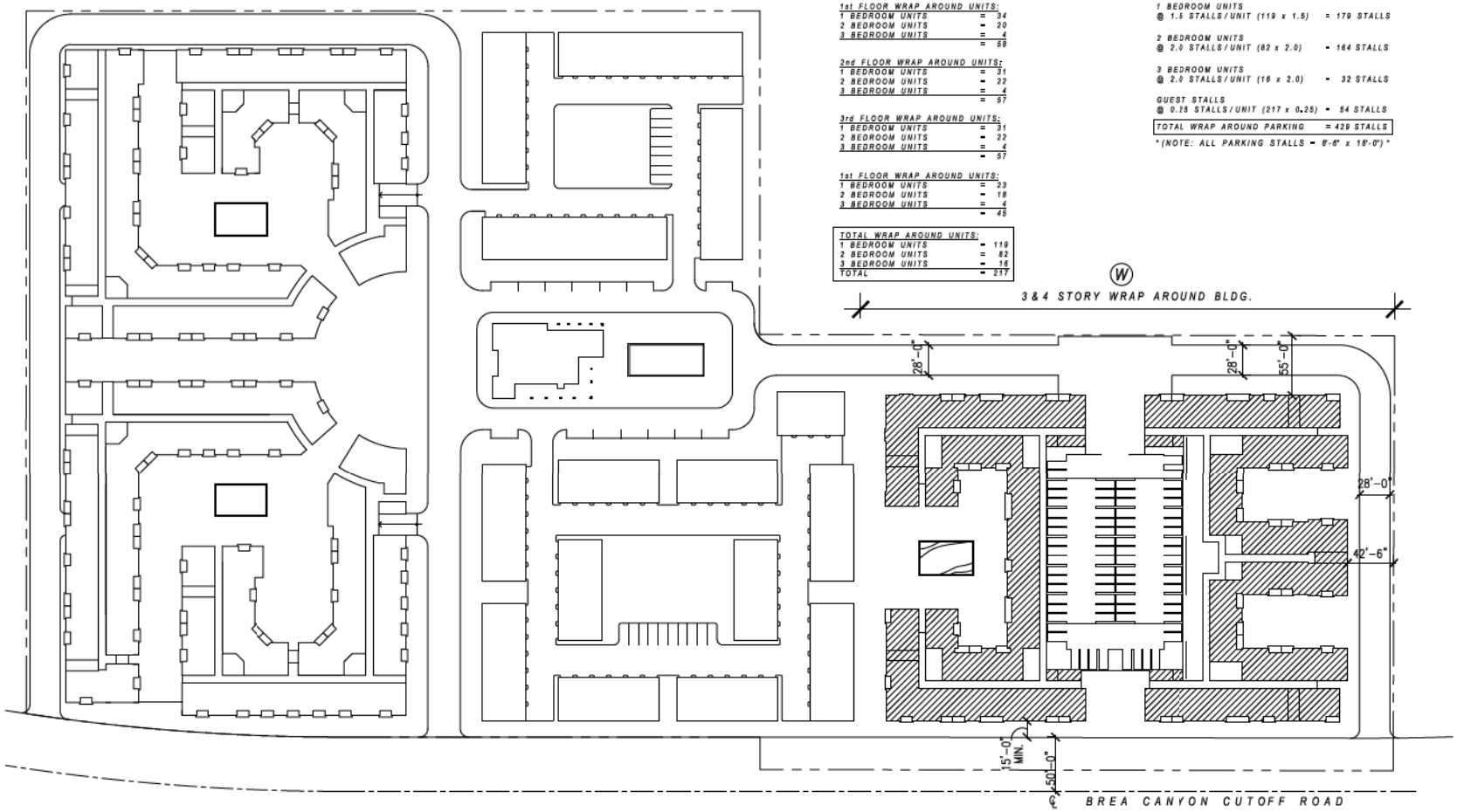
2 BEDROOM UNITS
@ 2.0 STALLS/UNIT (82 x 2.0) = 164 STALLS

3 BEDROOM UNITS
@ 2.0 STALLS/UNIT (16 x 2.0) = 32 STALLS

GUEST STALLS
@ 0.25 STALLS/UNIT (217 x 0.25) = 54 STALLS

TOTAL WRAP AROUND PARKING = 429 STALLS

(NOTE: ALL PARKING STALLS = 9'-6" x 18'-0")



80 40 0 80
APPROXIMATE SCALE IN FEET

CANYON RESIDENCES - WRAP AROUND BUILDING DRAWINGS

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CA 91748

SOURCE: Van Tilburg, Banvard & Soderbergh, AIA - March 2008

FIGURE 8

Site Plan - Wraparound Building

291-006-03/08

WEST ELEVATION

SOUTH ELEVATION

CANYON RESIDENCES - PODIUM BUILDING - CONCEPTUAL ELEVATIONS

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CA 91748

40 20 0 40
APPROXIMATE SCALE IN FEET

SOURCE: Van Tilburg, Banvard & Soderbergh, AIA - March 2008

FIGURE 9

Conceptual Elevations - Podium Building

291-006-03/08

SIDE ELEVATION

7 UNIT FRONT ELEVATION

CANYON RESIDENCES - TOWNHOME BUILDINGS - CONCEPTUAL ELEVATIONS

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CA 91748

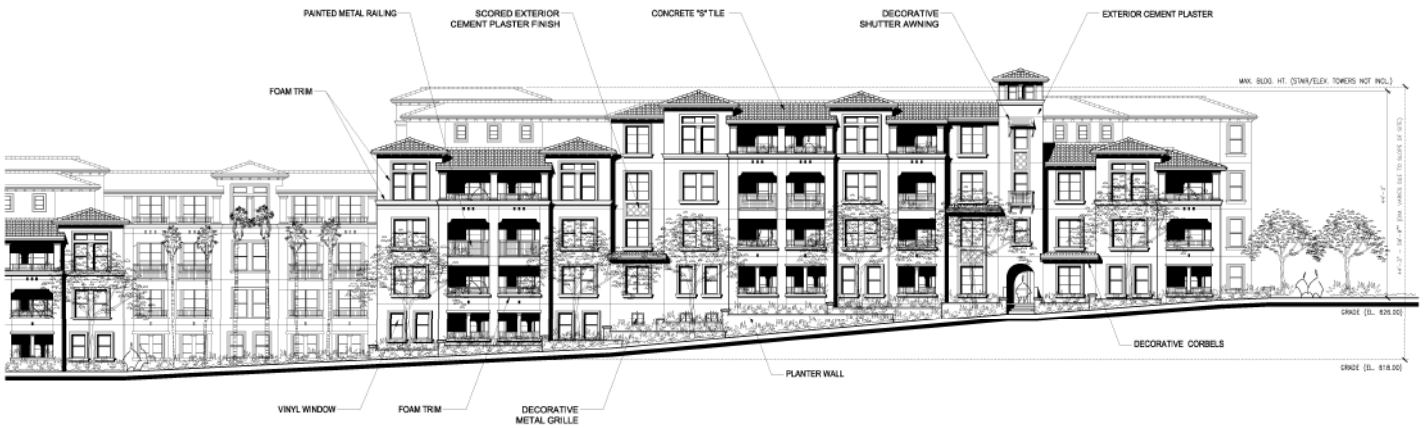
12 6 0 12
APPROXIMATE SCALE IN FEET

SOURCE: Van Tilburg, Banvard & Soderbergh, AIA - March 2008

FIGURE **10**

Conceptual Elevations - Townhomes

291-006-03/08



BREA CANYON CUTOFF ROAD ELEVATION (ENLARGED PORTION)

CANYON RESIDENCES - WRAP AROUND BUILDING - CONCEPTUAL ELEVATIONS

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CA 91748

32 16 0 32
APPROXIMATE SCALE IN FEET

SOURCE: Van Tillburg, Banvard & Soderbergh, AIA - March 2008

FIGURE **11**

Conceptual Elevations - Wraparound Building (West)

291-006-03/08

RESIDENTIAL DRIVEWAY ELEVATION

CANYON RESIDENCES - WRAP AROUND BUILDING - CONCEPTUAL ELEVATIONS

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CA 91748

32 16 0 32
APPROXIMATE SCALE IN FEET

SOURCE: Van Tillburg, Banvard & Soderbergh, AIA - March 2008

FIGURE **12**

Conceptual Elevations - Wraparound Building (South)

291-006-03/08

4.4 Wrap-Around Units

The wrap-around buildings are defined as three- and four-story buildings arrayed around landscaped courtyards and a four-level above-grade parking structure. The wrap around building would be located at the southern end of the project site. The building would contain 217 wrap-around units, including 119 one-bedroom units, 82 two-bedroom units and 16 three-bedroom units. Unit size would range from 628 sq. ft. for one-bedroom units to 1,216 sq. ft. for three-bedroom units. The wrap-around building would total 266,000 sq. ft. Floor plans are shown in **Figure 8**.

As shown in **Figures 11** and **12**, the western elevation of the three- and four-story wrap-around building would range from approximately 44 feet to 60 feet above finished grade and maximum height above finished grade of the southern elevation (along the interior driveway) would be approximately 47 feet. Variation in heights is due to the number of building floors as well as the slope of the site.

4.5 Recreation and Amenities

A recreation facility that would serve all project residents would be centrally located on the project site. The facility would be 7,850 sq. ft. Additional recreational amenities may be incorporated into the podium, townhome, and wrap-around buildings. Project amenities as currently proposed include, but are not limited to, swimming pools, spas, fitness center, tot lot, social room, and business center.

4.6 Landscaping

The podium and wrap-around residential units would be arranged around landscaped courtyards incorporated into each building. The proposed project would also include abundant landscaping throughout the site, and the currently proposed landscaping program includes such elements as mature shade trees, flowers, landscaping lighting, deep landscaped building setbacks, and streetscape amenities.

4.7 Infrastructure Improvements

The Applicant may include on-site and off-site infrastructure improvements as part of project implementation, including new water supply, fire flow and wastewater systems as required. Since the proposed development would increase the percentage of impervious surface area on the site from approximately 70 to 85 percent, new drainage facilities may be required. Street and/or traffic improvements may also be required subject to completion of a traffic study and consultation with the County of Los Angeles Department of Public Works, Traffic and Lighting Division.

4.8 Access and Circulation

The project site would be accessed by three driveways off Brea Canyon Cut-Off Road, which runs along the western side of the site. The three driveways include a primary driveway accessing the center of the

project site and two secondary driveways at the northern and southern ends of the site. The final placement and design of the proposed buildings, along with specifications of the Los Angeles County Fire Department, will likewise determine the final design of the internal circulation system.

4.9 Parking

The proposed project would be developed as a residential planned development under County Zoning Ordinance section 20.20.460. Residential planned developments are required to provide parking "in an amount adequate to prevent traffic congestion and excessive street parking" and in no event less than one covered parking space per dwelling unit. A sitewide total of 1,544 parking spaces is proposed, which conforms with the County's general apartment parking requirements. This total includes 872 spaces in the parking structure beneath the podium building, 243 garage spaces associated with the townhome residences, and 429 spaces in the above-grade structure incorporated into the wrap around building. **Table 2**, below, itemizes the parking that would be provided by the proposed project. The proposed parking supply meets or exceeds the County requirement for residential planned development, as it will provide parking in an amount adequate to prevent traffic congestion and excessive street parking.

Table 2
Project Parking Proposed

Unit Type	No. of Units	Parking Ratio (stalls per unit)	No. of Stalls Provided
Podium Units			
One-bedroom	282	1.5	423
Two-bedroom	168	2.0	336
Guest stalls	450	0.25	113
Podium Building Subtotal	**450**		**872**
Townhomes			
Two-bedroom	78	2.0	156
Three-bedroom	30	2.0	60
Guest stalls	108	0.25	27
Townhome Subtotal	**108**		**243**
Wrap Around Building			
One-bedroom	119	1.5	179
Two-bedroom	82	2.0	164
Three-bedroom	16	2.0	32
Guest stalls	217	0.25	54
Wrap Around Building Subtotal	**217**		**429**
Recreational Facility	N/A		
Total	**775**		**1,544**

Source: Van Tilburg, Banvard & Soderbergh, AIA, March 2008

Podium Building. Parking for podium building residents and guests would be contained in a two-level, partially below-grade parking structure. A driveway along the south side of the podium building would provide parking structure access from Brea Canyon Cut-Off Road.

Townhomes. Each townhome unit includes a two-car garage, which would provide the required parking for townhome residents and guests. The garages would be attached to the townhomes, at grade, and would be accessed via the internal project site driveways.

Wrap Around Building. A four-level open parking structure adjacent to the wrap-around building would provide the required parking for building residents and guests. Access to the parking structure would be provided via an internal driveway accessed from Brea Canyon Cut-Off Road.

5. CONSTRUCTION PROGRAM AND PHASING

Construction of the proposed project would involve several phases, including demolition of asphalt paving and the existing structures, excavation of the site for below-grade parking, and construction of the new buildings, parking areas, and related improvements. These phases and the anticipated timeframe associated with each phase are provided in **Table 3, Project Construction Phasing**. This process would occur over an approximately 36-month period and some of the phases would overlap with other phases. Earthwork cut and fill volumes are expected to be balanced on-site with no soil export needed.

Table 3
Project Construction Phasing

Construction Phase	Approximate Duration
Demolition	2 months
Grading	3 months
Construction	31 months
Total Combined Construction Phases (assuming overlap)	**36 months**

Source: Canyons Apartments LLC, March 2008

6. LIST OF REQUIRED APPROVALS

This environmental review will encompass all discretionary and ministerial project approvals applicable to the proposed project including, but not limited to, the following entitlements:

- Zone Change (Residential Planned Development)
- Conditional Use Permit
- General Plan Amendment (Rowland Heights Community Plan)
- Oak Tree Permit
- Haul Route Permit
- Certification of an Environmental Impact Report
- Grading, excavation, foundation, and associated building permits
- Other permits and approvals as deemed necessary

Initial Study Questionnaire

STAFF USE ONLY

PROJECT NUMBER: *R2008-00549*

CASES: *RENVT200800042*
ROAKT200800015
RPAT200800004
RZCT200800003
RCUPT200800069

*** * * * INITIAL STUDY * * * ***

COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING

GENERAL INFORMATION

I.A. Map Date: *05/28/08* Staff Member: *Anthony Curzi*

Thomas Guide: *Page 679, Grid E5* USGS Quad: *Yorba Linda*

Location: *1920 Brea Canyon Cut Off Road, Rowland Heights, CA 91748*

Description of Project: *See Project Description Attachment*

Gross Area: *15.7 acres*

Environmental Setting:

a. *The Project Site is currently developed with Southlands Christian Schools, which span grades Pre-K through 12, and the affiliated Southlands Church. Nine single-story structures, two paved surface parking lots and an athletic field currently occupy the Project Site. The Project Site is bounded by a senior housing complex and three commercial buildings along Colima Road on the north, the Royal Vista Golf Course and multi-family residences along Drusilla Way, Esquiline Avenue and Bithynia Way on the east, multi-family residences along Ostia Way and Latium Way on the south, and Brea Canyon Cut-Off Road and single family residences on the west. Shopping centers occupy three of the four corners of the Brea Canyon Cut-Off Road/Colima Road intersection. Land uses in the Project area south of the Pomona Freeway are primarily residential and neighborhood-serving commercial uses, while uses immediately north of the freeway are generally industrial.*

The Project Site is characterized by sloping terrain, with an elevation differential of 54 feet from the highest point at the southerly end to the lowest point at the northerly end. Existing vegetation on the Project Site consists of predominantly ornamental shrubs and trees in planters, and a turf grass athletic field. Three coast live oak trees (Quercus agrifolia) are present on the Project Site and are located in the pre-school parking lot, north of the pre-

school building in the play area, and near the southeast corner of the elementary school building. There are no natural or channelized surface watercourses on the Project Site.

Zoning: *A-1 (Light Agriculture)*

General Plan: *Low Density Residential (1)*

Community/Area Wide Plan: *Rowland Heights Community Plan: U-1 (Urban 1)*

Major projects in area:

Project Number	Description & Status
TR 53843	*Six single-family lots on 3 acres (approved).*
TR 53612	*Five single-family lots on 2.66 acres (recorded).*
PM 26837	*Two single-family lots on 1.01 acres (approved).*
PM 060247	*Two single-family lots (pending).*

NOTE: For EIRs, above projects are not sufficient for cumulative analysis.

REVIEWING AGENCIES

Responsible Agencies

- ☐ None
- ☒ Regional Water Quality Control Board
  - ☒ Los Angeles Region
  - ☐ Lahontan Region
- ☐ Coastal Commission
- ☐ Army Corps of Engineers
- ☒ Caltrans District 7
- ☒ California Highway Patrol

Trustee Agencies

- ☐ None
- ☐ State Fish and Game
- ☐ State Parks
- ☒ Native American Heritage Commission
- ☐ _____

Special Reviewing Agencies

- ☐ None
- ☐ Santa Monica Mountains Conservancy
- ☐ National Parks
- ☐ National Forest
- ☐ Edwards Air Force Base
- ☐ Resource Conservation District of the Santa Monica Mtns.
- ☒ Rowland Unified School District
- ☒ City of Walnut
- ☒ City of West Covina
- ☒ City of Diamond Bar
- ☒ City of Industry
- ☐ _____
- ☐ _____

Regional Significance

- ☐ None
- ☒ SCAG Criteria
- ☒ Air Quality
- ☐ Water Resources
- ☐ Santa Monica Mtns Area
- ☒ Walnut Valley Water District

County Reviewing Agencies

- ☐ Subdivision Committee
- ☒ Public Works: *GMED, Traffic and Lighting, Drainage and Grading*
- ☒ Health Services: Env. Hygiene
- ☒ Sanitation Districts_____
- ☒ Sheriff and Fire Department_____
- ☒ County Library
- ☒ Parks and Recreation

IMPACT ANALYSIS MATRIX

CATEGORY	FACTOR	Pg	Less than Significant Impact/No Impact	Less than Significant Impact with Project Mitigation	Potentially Significant Impact	Potential Concern
			ANALYSIS SUMMARY (See individual pages for details)			
HAZARDS	1. Geotechnical	6	☐	☐	☒	*Liquefaction; groundwater*
	2. Flood	8	☐	☐	☒	*Alteration of existing drainage pattern/ increased runoff*
	3. Fire	10	☐	☐	☒	*Fire flow requirements; service demand increases*
	4. Noise	12	☐	☐	☒	*Increased roadway noise*
RESOURCES	1. Water Quality	14	☐	☐	☒	*Increased storm runoff/ construction impacts*
	2. Air Quality	16	☐	☐	☒	*Increased mobile-source air emissions*
	3. Biota	18	☐	☒	☐	
	4. Cultural Resources	20	☐	☒	☐	
	5. Mineral Resources	22	☒	☐	☐	
	6. Agriculture Resources	23	☒	☐	☐	
	7. Visual Qualities	25	☐	☐	☒	*Increased building height and mass*
SERVICES	1. Traffic/Access	27	☐	☐	☒	*Increased roadway traffic*
	2. Sewage Disposal	29	☐	☐	☒	*Increased wastewater generation*
	3. Education	30	☐	☐	☒	*Increased demand for schools*
	4. Fire/Sheriff	31	☐	☐	☒	*Increased demand for services*
	5. Utilities	32	☐	☐	☒	*Increased demand for utilities*
OTHER	1. General	34	☐	☐	☒	*Change in the scale of the surrounding area*
	2. Environmental Safety	36	☐	☐	☒	*Accidental release of hazardous materials*
	3. Land Use	39	☐	☐	☒	*Inconsistency with current land use plan and zone*
	4. Pop./Hous./Emp./Rec.	41	☐	☐	☒	*Potential to exceed population projections*
	Mandatory Findings	43	☐	☐	☒	*Cumulative impacts; severity of impacts*

*EIRs and/or staff reports shall utilize the most current DMS information available.

Environmental Finding:

FINAL DETERMINATION: On the basis of this Initial Study, the Department of Regional Planning finds that this project qualifies for the following environmental document:

☐ NEGATIVE DECLARATION, inasmuch as the proposed project will not have a significant effect on the environment.

An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was determined that this project will not exceed the established threshold criteria for any environmental/service factor and, as a result, will not have a significant effect on the physical environment.

☐ MITIGATED NEGATIVE DECLARATION, inasmuch as the changes required for the project will reduce impacts to insignificant levels (see attached discussion and/or conditions).

An Initial Study was prepared on this project in compliance with the State CEQA Guidelines and the environmental reporting procedures of the County of Los Angeles. It was originally determined that the proposed project may exceed established threshold criteria. The applicant has agreed to modification of the project so that it can now be determined that the project will not have a significant effect on the physical environment. The modification to mitigate this impact(s) is identified on the Project Changes/Conditions Form included as part of this Initial Study.

☒ ENVIRONMENTAL IMPACT REPORT*, inasmuch as there is substantial evidence that the project may have a significant impact due to factors listed above as "significant."

☐ At least one factor has been adequately analyzed in an earlier document pursuant to legal standards, and has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets (see attached Form DRP/IA 101). The EIR is required to analyze only the factors not previously addressed.

Reviewed by: Anthony Curzi Date: 6/4/08

Approved by: [illegible] Date: 6-4-08

☐ This proposed project is exempt from Fish and Game CEQA filling fees. There is no substantial evidence that the proposed project will have potential for an adverse effect on wildlife or the habitat upon which the wildlife depends. (Fish & Game Code 753.5).

☐ Determination appealed--see attached sheet.

*NOTE: Findings for Environmental Impact Reports will be prepared as a separate document following the public hearing on the project.

HAZARDS - 1. Geotechnical

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Is the project site located in an active or potentially active fault zone, Seismic Hazards Zone, or Alquist-Priolo Earthquake Fault Zone?

The Project Site is not within the currently established Alquist-Priolo Earthquake Fault Zone. No active or potentially active faults are known to pass directly beneath the Project Site. The closest active fault to the Project Site is the Whittier Fault, located 2.8 miles south of the Project Site, and the closest potentially active fault is the San Jose Fault, located 4.3 miles north of the Project Site. Further, the buildings would be constructed in compliance with the County's Uniform Building Code, and would include mandatory seismic safety features in the design. As such, a less than significant impact would occur, and no mitigation measures would be required.

b.	☐	☒	☐	Is the project site located in an area containing a major landslide(s)?

According to the Los Angeles County Seismic Safety Element and the California Geological Survey, the Project Site is not within an area identified as having a potential for landslides. There are no known landslides near the Project Site, nor is the Project Site in the path of any known or potential landslides. Therefore, the Project would not place structures or people in a landslide hazard area.

c.	☐	☒	☐	Is the project site located in an area having high slope instability?

According to the Los Angeles County Seismic Safety Element and the California Geological Survey, the Project Site is not within an area identified as having a potential for slope instability.

d.	☒	☐	☐	Is the project site subject to high subsidence, high groundwater level, liquefaction, or hydrocompaction?

Groundwater: *During exploratory boring conducted on the Project Site, groundwater was encountered at depths of 11 to 19 feet beneath the ground surface, which may present a geotechnical hazard. Accordingly, additional analysis in an EIR is required.*

Liquefaction: *The Rowland Heights Community General Plan (RHCGB) only identifies areas north of SR-60 as occurring in a potential liquefaction zone, according to the Seismic Hazard Maps of the State of California, Yorba Linda Quadrangle.*

Subsidence and hydrocompaction: *According to the Geotechnical Investigation prepared for the Project Site, the existing fill and alluvial soils may not be suitable for direct support of the proposed Project buildings. As such, additional analysis in an EIR is required.*

e.	☐	☐	☒	Is the proposed project considered a sensitive use (school, hospital, public assembly site) located in close proximity to a significant geotechnical hazard?

The Project would introduce a residential use to the Project Site. The Project Site is not located in close proximity to a significant geotechnical hazard and the Project Site is not located in an area subject to liquefaction. However, the Project Site contains soils that may not be capable of supporting the Project and the site is within an area known to have substantially high groundwater, as discussed in (d) above. Accordingly, additional analysis in an EIR is required.

f.	☒	☐	☐	Will the project entail substantial grading and/or alteration of topography including slopes of more than 25%?

Construction of the Project includes grading and excavation, which may substantially alter the topography of the Project Site and may alter topography and slopes with grades in excess ofo 25 percent. The Project would require the import of approximately 20,000 cy of fill. Additional analysis in an EIR is required.

g. ☐ ☐ ☒ Would the project 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?

The Project Site is underlain by fine-grained silty sand, sandy silt and sandy clay deposits. The soils are primarily medium-dense to dense and firm to hard. However, due to the presence of groundwater beneath the Project Site, further investigation in an EIR is required to determine if the soils exhibit expansive properties

h. ☐ ☐ ☐ Other factors? _____

STANDARD CODE REQUIREMENTS

☐ Building Ordinance No. 2225 C Sections 308B, 309, 310 and 311 and Chapters 29 and 70.

☐ **MITIGATION MEASURES** / ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design ☒ Approval of Geotechnical Report by DPW

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by, **geotechnical** factors?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

HAZARDS - 2. Flood

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Is a major drainage course, as identified on USGS quad sheets by a dashed line, located on the project site?

Brea Canyon Cut Off Road channels storm water runoff from the hills to south of the Project Site. Additionally, according to the A.L.TA./A.C.S.M. Land Title Survey conducted for the Project Site in October 2007, a storm drain runs north-south through the Project Site. A second storm drain easement runs along the southeastern property boundary of the Project Site. However, the USGS quad sheet on which the Project Site is depicted does not identify a major drainage course on the Project Site. Consequently, site development with the proposed residential uses would not impact a defined major drainage course.

b.	☐	☐	☒	Is the project site located within or does it contain a floodway, floodplain, or designated flood hazard zone?

No Federal Emergency Management Agency (FEMA) flood zone has been established for the Project Site. The Project Site lies within an unmapped panel of the FEMA/FIRM Community Panel No. 0650430960B. Brea Canyon Cut Off Road channels storm water runoff from the hills to south of the Project Site. Additionally, according to the A.L.TA./A.C.S.M. Land Title Survey conducted for the Project Site in October 2007, a storm drain runs north-south through the Project Site. A second storm drain easement runs along the southeastern property boundary of the Project Site. Therefore, additional analysis in an EIR is required to determine the potential for flood related hazards.

c.	☐	☒	☐	Is the project site located in or subject to high mudflow conditions?

The Project Site is located within an existing urbanized area and is surrounded by residential and commercial uses, as well as an adjacent golf course. Due to the urbanized nature of the site and the surrounding area, as well as the site's topography, which does not include slopes in excess of 25 percent,

d.	☐	☒	☐	Could the project contribute or be subject to high erosion and debris deposition from run off?

The Project would increase the portion of the Project Site currently covered by pavement, building footprints and other non-erodible surfaces. The remainder of the Project Site would be landscaped. The Project would not be subject to high erosion or debris deposition from runoff since the Project Site is buffered by residential uses south (uphill) of the Project Site. Additionally, a retaining wall is proposed along the portion of the Project Site downslope of the adjacent golf course. The Project would also be subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) permit during both construction and operation. As a part of this permit process, the Applicant would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) as well as comply with the Standard Urban Stormwater Mitigation Plan (SUSMP) requirements for treating the first three-quarter inch of rainfall over a 24-hour period. The Applicant is required to comply with the permit requirements through incorporation of design features and use of best management practices (BMPs) appropriate and applicable to the Project. The County of Los Angeles will review the

Project plans for compliance with NPDES requirements as part of the Project review and approval process. Therefore, the Project would not contribute to high erosion or debris deposition from run off.

e. ☐ ☐ ☒ Would the project substantially alter the existing drainage pattern of the site or area?

The proposed development includes grading and excavation activities. Additionally, the Project would increase the percentage of impervious surface area on the Project Site, which could substantially alter the existing drainage pattern on the Project Site. As such, additional analysis of this issue in an EIR is required.

f. ☐ ☒ ☐ Other factors (e.g., dam failure)? *The Los Angeles County Seismic Safety Element indicates that the Project Site is not located within the inundation boundaries of up gradient dams or reservoirs.*

STANDARD CODE REQUIREMENTS

☒ Building Ordinance No. 2225 C Section 308A ☐ Ordinance No. 12,114 (Floodways)
☒ Approval of Drainage Concept by DPW

☐ **MITIGATION MEASURES** / ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by **flood (hydrological)** factors?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

HAZARDS - 3. Fire

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Is the project site located in a Very High Fire Hazard Severity Zone (Fire Zone 4)?

The Project Site is located within an urbanized area of Los Angeles County that is not designated a Very High Fire Hazard Severity Zone (Fire Zone 4).

b.	☐	☒	☐	Is the project site in a high fire hazard area and served by inadequate access due to lengths, widths, surface materials, turnarounds or grade?

The Project Site is not located in a high fire hazard area. The Project Site is developed with adequate access for fire fighting equipment. The Project Site is located on a stretch of Brea Canyon Cut Off Road which is four lanes in width, and is within 250 feet of the centerline of Colima Road, which is a major highway. In addition, final building plans will be submitted to the Los Angeles County Fire Department for review and approval, and the Project will comply with all County standards, including those related to roadway geomtrics and access, and must be reviewed against County standards by staff as part of the standard development review process to ensure compliance.

c.	☐	☒	☐	Does the project site have more than 75 dwelling units on a single access in a high fire hazard area?

The Project proposes 775 dwelling units; however, the Project Site is not served by a single access, and the Project Site is not located within a high fire hazard area.

d.	☐	☐	☒	Is the project site located in an area having inadequate water and pressure to meet fire flow standards?

The water system serving the Project Site is provided and maintained by the Walnut Valley Water District (WVWD). The WVWD has not yet indicated whether existing fire flow is adequate to serve the Project. Subject to further consultation with the Walnut Valley Water District and Los Angeles County Fire Department (LACFD), additional water supply, pressure and fire hydrants may be required to meet fire flow standards. As such, further analysis of this issue in an EIR is required.

e.	☐	☒	☐	Is the project site located in close proximity to potential dangerous fire hazard conditions/uses (such as refineries, flammables, explosives manufacturing)?

The Project Site is not located in close proximity to potential dangerous fire hazard conditions or uses. The Project Site is surrounded by residential and neighborhood-serving commercial uses. The closest industrial uses to the Project Site are located approximately 0.75 miles north of the Pomona Freeway (SR-60).

f.	☐	☒	☐	Does the proposed use constitute a potentially dangerous fire hazard?

The Project proposes residential uses that do not constitute a potentially dangerous fire hazard. No manufacturing, refining, or other industrial use that would consume, emit, or store potentially hazardous chemicals are associated with the Project.

g.	☐	☐	☐	Other factors?_____

STANDARD CODE REQUIREMENTS

☒ Water Ordinance No. 7834 ☒ Fire Ordinance No. 2947 ☒ Fire Regulation No. 8

☒ Fuel Modification/Landscape Plan

☐ **MITIGATION MEASURES** / ☐ **OTHER CONSIDERATIONS**

☐ Project Design ☐ Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by **fire hazard** factors?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

HAZARDS - 4. Noise

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Is the project site located near a high noise source (airports, railroads, freeways, industry)?

The Project Site is not located in close proximity to any high noise sources such as airports, railroads, freeways or industrial uses. The site is approximately 0.75 miles south of the Pomona Freeway (SR-60), and the closest industrial uses are located north of the freeway.

b.	☒	☐	☐	Is the proposed use considered sensitive (school, hospital, senior citizen facility) or are there other sensitive uses in close proximity?

The Project proposes residential uses. Existing sensitive uses in close proximity to the Project Site include a senior housing complex immediately to the north and single- and multi-family residences to the west, south and east. Additional analysis of this topic in an EIR is required.

c.	☐	☐	☒	Could the project substantially increase ambient noise levels including those associated with special equipment (such as amplified sound systems) or parking areas associated with the project?

During Project construction activities, the use of construction equipment during demolition, grading, excavation and construction activities would have the potential to substantially increase ambient noise levels in the surrounding area; although these increases would be temporary in nature.

During Project operations, vehicle traffic is expected to be the major source of noise. The number of vehicle trips generated by the Project would exceed the number of trips currently generated by present uses on the Project Site. The increase in local roadway traffic could increase ambient noise levels in the Project area. Other anticipated sources of noise include outdoor activities permitted on balconies and in planned open space or recreational areas on-site. Additional analysis of this issue in an EIR is required.

d.	☒	☐	☐	Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels without the project?

Noise generated by construction activities would be required to comply with the County of Los Angeles Noise Ordinance and all applicable codes and regulations for noise control. However, the noise generated by construction activities, which are anticipated to occur over a three-year period, may result in a substantial temporary increase in ambient noise levels in the Project vicinity. During Project operations, vehicle traffic would be the major source of noise in the Project vicinity. Other potential sources of noise include outdoor activities permitted on balconies and in planned open space or recreational areas on-site. Additional analysis of this issue in an EIR is required.

e.	☐	☐	☐	Other factors? _____

STANDARD CODE REQUIREMENTS

☒ Noise Ordinance No. 11,778 ☐ Building Ordinance No. 2225--Chapter 35

☐ **MITIGATION MEASURES** / ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design ☐ Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be adversely impacted by **noise**?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

RESOURCES - 1. Water Quality

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Is the project site located in an area having known water quality problems and proposing the use of individual water wells?

No water wells are located on site. The Walnut Valley Water District (WVWD) currently provides domestic water service to the Project Site and would serve the Project. The WVWD obtains its water supply from the Metropolitan Water District (MWD). This water is treated by both the MWD and WVWD and meets all federal and state drinking water standards. Therefore, the Project is not proposing the use of local groundwater sources or individual water wells.

b.	☐	☒	☐	Will the proposed project require the use of a private sewage disposal system?

The County of Los Angeles Department of Public Works currently provides sanitary sewer service to the Project Site and would serve the Project. Since the Project would discharge to the existing sewage system, no private sewage disposal system is required.

	☐	☒	☐	If the answer is yes, is the project site located in an area having known septic tank limitations due to high groundwater or other geotechnical limitations *or* is the project proposing on-site systems located in close proximity to a drainage course?

Not applicable (see above).

c.	☐	☐	☒	Could the project's associated construction activities significantly impact the quality of groundwater and/or storm water runoff to the storm water conveyance system and/or receiving water bodies?

The Project shall comply with the California Regional Water Quality Control Board and the County National Pollutant Discharge Elimination System (NPDES) permit discharge requirements during both construction and operation. As part of this permit process, the Applicant would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP). The Applicant is required to comply with the permit requirements through incorporation of design features and use of best management practices (BMPs) appropriate and applicable to the Project. The County of Los Angeles will review the Project plans for compliance with NPDES requirements as part of the Project review and approval process. However, grading and construction activities could potentially result in impacts to storm water runoff. As a result, additional analysis of this issue in an EIR is necessary.

d.	☐	☐	☒	Could the project's post-development activities potentially degrade the quality of storm water runoff and/or could post-development non-storm water discharges contribute potential pollutants to the storm water conveyance system and/or receiving bodies?

The proposed development would increase the percentage of impervious surface area on the Project Site. Therefore, the Project would most likely result in an increase in storm water runoff from the site. The Project shall comply with the California Regional Water Quality Control Board and the County National Pollutant Discharge Elimination System (NPDES) permit discharge requirements. However, additional analysis of this issue in an EIR is required.

e. ☐ ☐ ☐ Other factors? _____

_____

STANDARD CODE REQUIREMENTS

☐ Industrial Waste Permit ☐ Health Code Ordinance No. 7583, Chapter 5

☐ Plumbing Code Ordinance No. 2269 ☒ NPDES Permit Compliance (DPW)

☐ **MITIGATION MEASURES** / ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design

CONCLUSION

Considering the above information, could the Project have a significant impact (individually or cumulatively) on, or be impacted by, **water quality** problems?

☒ Potentially significant ☐ Less than significant with Project mitigation ☐ Less than significant/No impact

RESOURCES - 2. Air Quality

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☒	☐	☐	Will the proposed Project exceed the State's criteria for regional significance (generally (a) 500 dwelling units for residential uses or (b) 40 gross acres, 650,000 square feet of floor area or 1,000 employees for nonresidential uses)?
b.	☐	☒	☐	Is the proposal considered a sensitive use (schools, hospitals, parks) and located near a freeway or heavy industrial use?
c.	☐	☐	☒	Will the project increase local emissions to a significant extent due to increased traffic congestion or use of a parking structure, or exceed AQMD thresholds of potential significance per Screening Tables of the CEQA Air Quality Handbook?
d.	☐	☐	☒	Will the project generate or is the site in close proximity to sources which create obnoxious odors, dust, and/or hazardous emissions?
e.	☐	☐	☒	Would the project conflict with or obstruct implementation of the applicable air quality plan?

Since the Project proposes the introduction of approximately 775 dwelling units, the Project would exceed the State's criteria for regional significance. Additional analysis of this issue in an EIR is required.

The Project proposes residential uses and the Project Site is located approximately 0.75-miles south of the SR-60 and is not located near a heavy industrial use. Because the Project is not a sensitive use and is not located near a freeway or heavy industrial use, no further analysis of this issue in an EIR is required.

The number of vehicle trips generated by the Project would exceed the number of trips currently generated by present uses on the Project Site. The increase in local roadway traffic has the potential to increase local vehicle emissions to a significant extent. The Project will also include parking structures on site. Accordingly, additional analysis of this issue in an EIR is required.

The Project Site is not located in close proximity to sources of obnoxious odors, dust, and/or hazardous emissions; surrounding land uses are residential, commercial and recreational in nature. During construction, the Project could periodically generate obnoxious odors, dust and/or hazardous emissions. No obnoxious odors, dust and/or hazardous emissions would be generated during Project operation. Additional analysis of this issue in an EIR is required.

Project construction would involve the use of heavy-duty construction vehicles, construction worker vehicles, and on-site stationary equipment, which would generate air pollutant emissions. In addition, fugitive dust would be generated during excavation of the Project Site to construct the subterranean parking garage and grading of the Project Site. Construction emissions would be short term in nature and would be limited to the time periods during which construction activity occurs. Therefore, construction emissions would not add to long-term air quality degradation. The Project is located within South Coast Air Quality Management District (SCAQMD) and daily emissions from construction sources may exceed daily SCAQMD emissions thresholds for criteria pollutants. Therefore, the Project could conflict with the provisions of the applicable air quality plan, and further analysis of this topic in an EIR is required.

Project operations would increase local roadway traffic and, consequently, vehicle emissions. Daily mobile-source emissions may exceed daily SCAQMD emissions thresholds for criteria pollutants. Therefore, the Project could conflict with the provisions of the applicable air quality plan, and further analysis of this topic in an EIR is required.

f. ☐ ☐ ☒ Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Since the Project would generate construction emissions and increase local roadway traffic and, consequently, vehicle emissions, the Project has the potential to violate an air quality standard or contribute to an existing or projected air quality violation. Accordingly, further analysis of this issue in an EIR is required.

g. ☐ ☐ ☒ Would the project 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)?

The Project Site is located within the South Coast Air Basin, which is currently in non-attainment for ozone (which is not directly emitted into the air but instead forms through NO_x and VOCs), PM_{10} and $PM_{2.5}$. Since the Project would generate construction emissions and increase local roadway traffic and, consequently, vehicle emissions, the Project has the potential to result in a cumulatively considerable net increase of a criteria pollutant for which the Project region is in non-attainment. Further analysis of this issue in an EIR is required.

h. ☐ ☐ ☐ Other factors: _____

STANDARD CODE REQUIREMENTS

☐ Health and Safety Code Section 40506

☐ **MITIGATION MEASURES** / ☐ **OTHER CONSIDERATIONS**

☐ Project Design ☒ Air Quality Report

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on, or be impacted by, **air quality**?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

RESOURCES - 3. Biota

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Is the project site located within a Significant Ecological Area (SEA), SEA Buffer, or coastal Sensitive Environmental Resource (ESHA, etc.), or is the site relatively undisturbed and natural?

The Project Site is not located within a SEA, SEA Buffer, or coastal Sensitive Environmental Resource area. The Project Site, which is located within a predominantly urbanized area of Rowland Heights, has been developed with institutional uses since the 1970s and contains no areas that could be considered undisturbed or natural.

b.	☐	☒	☐	Will grading, fire clearance, or flood related improvements remove substantial natural habitat areas?

No natural habitat areas occur on the Project Site or in the immediately surrounding area. Since the Project Site is presently developed and surrounded by residential and commercial uses, implementation of the proposed Project would not remove substantial natural habitat areas.

c.	☐	☒	☐	Is a major drainage course, as identified on USGS quad sheets by a blue, dashed line, located on the project site?

The USGS Yorba Linda quad sheet, which contains the Project Site, does not indicate a major drainage course on the Project Site. As such, a less than significant impact would occur and no mitigation measures would be required.

d.	☐	☒	☐	Does the project site contain a major riparian or other sensitive habitat (e.g., coastal sage scrub, oak woodland, sycamore riparian woodland, wetland, etc.)?

The Project Site, which is presently developed, does not contain a major riparian or other sensitive habitat. No coastal sage scrub, oak woodland, sycamore riparian woodland, or wetland habitats are present on-site. Additionally, no sensitive habitats are present in the Project vicinity. As such, a less than significant impact would occur, and no mitigation measures would be required.

e.	☒	☐	☐	Does the project site contain oak or other unique native trees (specify kinds of trees)?

The Project Site contains three coast live oak trees (Quercus agrifolia), one of which is a heritage tree (i.e., greater than 36 inches in diameter measured at breast height). No other "special status" trees are present on the Project Site. All other vegetation on the Project Site, including trees, is ornamental and dates to construction of the church and school buildings (since 1970). The three oak trees located on the Project Site would be removed as part of the Project. However, consistent with the requirements outlined in the Oak Tree Report for the Project, this impact shall be mitigated through compliance with County Code section 22.56.2050 et seq., which provides for the replacement of affected oak trees at a ratio of at least 2:1 (County Code § 22.56.2180) or a payment into the Oak Forestry Special Fund in an amount equivalent to the oak resource loss if the County Forester determines that replacement or relocation on site is inappropriate (County Code

§ 22.56.2140). For more information, please refer to the Oak Tree Report submitted as part of the Project application submitted to the County.

f. ☐ ☒ ☐ Is the project site habitat for any known sensitive species (federal or state listed endangered, etc.)?

The Project Site, which is located within an urbanized area, does not contain habitat for any known sensitive species. The Project Site is currently developed with Southlands Christian Schools, which span grades Pre-K through 12, and the affiliated Southlands Church. Nine single-story buildings, two paved surface parking lots and an athletic field currently occupy the site.

g. ☐ ☒ ☐ Other factors (e.g., wildlife corridor, adjacent open space linkage)?

The Project Site, which is located within an urbanized area, is not within a wildlife corridor or adjacent to an open space linkage area. Nine single-story buildings, two paved surface parking lots and an athletic field currently occupy the site. Accordingly, no further analysis in an EIR is required.

☒ **MITIGATION MEASURES** / ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design ☒ Oak Tree Permit ☐ ERB/SEATAC Review

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on **biotic resources**?

☐ Potentially significant ☒ Less than significant with project mitigation ☐ Less than significant/No impact

RESOURCES - 4. Archaeological / Historical / Paleontological

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Is the project site in or near an area containing known archaeological resources or containing features (drainage course, spring, knoll, rock outcroppings, or oak trees) which indicate potential archaeological sensitivity?

Although three oak trees exist on the Project Site, no other features such as drainage courses, springs, knolls, or rock outcroppings that indicate archeological sensitivity are present. No archeological sites or isolates were identified on the Project Site or within a 1/2-mile radius of the Project Site. Surface grading and shallow excavations on the Project Site are unlikely to encounter significant archeological isolates. Therefore, the Project Site is not considered archeologically sensitive. However, in the event a prehistoric or historic resource is encountered during construction of the Project, all construction activity in the immediate vicinity would halt and the isolate would be professionally removed. Therefore, no impacts to archeological resources would occur with Project implementation, and no further analysis of this issue in an EIR is required. (Source: Thomas Shackford, Lead Staff Researcher, South Central Coastal Information Center, letter to Betty Sears, Project Planner, Impact Sciences, Inc., April 15, 2008.)

b.	☐	☒	☐	Does the project site contain rock formations indicating potential paleontological resources?

The Project Site does not contain any rock formations that indicate potential paleontological resources. No paleontological resources were identified on the Project Site. However, various fossil marine vertebrates have been found within the Project area. Surface grading and shallow excavations on the Project Site are unlikely to encounter significant vertebrate fossils. In the event a paleontological resource is encountered during construction of the Project, all construction activity in the immediate vicinity would halt and the isolate would be professionally removed. Therefore, no impacts to paleontological resources would occur with Project implementation, and no further analysis of this issue in an EIR is required. (Source: Samuel McLeod, Ph.D., Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County, letter to Betty Sears, Project Planner, Impact Sciences, Inc., April 10, 2008.)

c.	☐	☒	☐	Does the project site contain known historic structures or sites?

Existing structures on the Project Site, which were constructed between 1970 and 2002, are not considered historic resources. No known historically significant events have occurred on the Project Site. Therefore, the Project Site does not contain known historic structures or sites

d.	☐	☒	☐	Would the project cause a substantial adverse change in the significance of a historical or archaeological resource as defined in 15064.5?

No historical or archeological resources were identified on the Project Site. Furthermore, no listed historic resources are located within a 1/2-mile radius of the Project Site. In the event a prehistoric or historic resource is encountered during construction of the Project, all construction activity in the immediate vicinity would halt and the isolate would be

professionally removed. Therefore, the Project would not cause a substantial adverse change in the significance of a historical or archeological resource, and no further analysis of this issue in an EIR is required. (Source: Thomas Shackford, Lead Staff Researcher, South Central Coastal Information Center, letter to with Impact Sciences, Inc., April 15, 2008.)

e. ☐ ☒ ☐ Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No paleontological resources or unique geologic features were identified on the Project Site. However, various fossil marine vertebrates have been found within the Project area. Surface grading and shallow excavations on the Project Site are unlikely to encounter significant vertebrate fossils. In the event a paleontological resource is encountered during construction of the Project, all construction activity in the immediate vicinity would halt and the isolate would be professionally removed. Therefore, the Project would not directly or indirectly destroy a unique paleontological resources or unique geologic feature, and no further analysis of this issue in an EIR is required. (Source: Samuel McLeod, Ph.D., Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County, letter to Betty Sears, Project Planner, Impact Sciences, Inc., April 10, 2008.)

f. ☐ ☐ ☐ Other factors? _____

☒ **MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design ☐ Phase I Archaeology Report

MM-1 *In the event a prehistoric or historic resource is encountered during construction of the Project, all construction activity in the immediate vicinity of the resource shall halt and the isolate shall be professionally removed.*

MM-2 *In the event a paleontological resource is encountered during construction of the Project, all construction activity in the immediate vicinity of the resource shall halt and the isolate shall be professionally removed.*

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **archaeological, historical**, or **paleontological** resources?

☐ Potentially significant ☒ Less than significant with project mitigation ☐ Less than significant/No impact

RESOURCES - 5. Mineral Resources

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

The Project Site, which is currently developed with church and school uses, is not located within a locally important mineral resource discovery site and Project implementation would not result in the loss of availability of a known mineral resources. As such, a less than significant impact would occur, and no mitigation measures would be required. Further analysis of this issue in an EIR is not required. (Source: United States Geological Survey, "Mineral Resources On-Line Spatial Data," http://mrdata.usgs.gov/website/MRData-US/viewer.htm. 2008.)

b.	☐	☒	☐	Would the project result in the loss of availability of a locally important mineral resource discovery site delineated on a local general plan, specific plan or other land use plan?

According to the Los Angeles County General Plan and the Rowland Heights Community General Plan, the Project Site, which is currently developed with church and school uses, is not located within a locally important mineral resource discovery site. Further, the Rowland Heights Community General Plan does not designate any locally important mineral resource discovery sites

c.	☐	☐	☐	Other factors? _____

☐ **MITIGATION MEASURES** / ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design

_____

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **mineral** resources?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

RESOURCES - 6. Agriculture Resources

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Would the project 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?

The Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Project Site is located in an urbanized area. Nine single-story buildings, two paved surface parking lots and an athletic field currently occupy the Project Site. As such, a less than significant impact would occur, and no mitigation measures would be required. Further analysis of this issue in an EIR is not required (Source: Los Angeles County Important Farmland Map)

b.	☐	☒	☐	Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The Project Site is zoned Light Agriculture, but is designated Low Density Residential by the County General Plan and Urban-1 by the Rowland Heights Community Plan. The Project Site is currently developed with non-agricultural uses including a church and schools. Nine single-story buildings, two paved surface parking lots and an athletic field currently occupy the Project Site. No Williamson Act contract applies to the Project Site. Therefore, the Project would not conflict with existing zoning for agricultural uses.

c.	☐	☒	☐	Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

The Project Site is bordered by residential and commercial uses, and is located within 250 feet of Colima Road, a heavily developed commercial corridor. No agricultural uses are present on the Project Site or in the Project area and the Project would not result in the conversion of farmland to non-agricultural use

d.	☐	☐	☐	Other factors? _____

☐ **MITIGATION MEASURES** / ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design

CONCLUSION

Considering the above information, could the project leave a significant impact (individually or cumulatively) on **agriculture** resources?

☐ Potentially significant ☐ Less than significant with project mitigation ☒ Less than significant/No impact

RESOURCES - 7. Visual Qualities

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☐	☒	Is the project site substantially visible from or will it obstruct views along a scenic highway (as shown on the Scenic Highway Element), or is it located within a scenic corridor or will it otherwise impact the viewshed?

The Project Site is located along Brea Canyon Cutoff Road, which is not designated by the Scenic Highway Element as a scenic highway, but is designated by the Rowland Heights Community General Plan as a limited secondary highway. This classification is designed to protect routes in rural areas and preserve a rural appearance through incorporation of extended building setbacks. However, the Project Site is located on a four-lane stretch of Brea Canyon Cut Off Road that passes through residential and commercial development in the Project area as it approaches the Pomona Freeway, and industrial development north of the freeway. The Project Site is also within 250 feet of Colima Road, a major highway and heavily developed commercial corridor. Accordingly, Project implementation would not obstruct views along a scenic highway, since the Project Site is located outside the limits of a locally designated scenic corridor and would not otherwise impact the viewshed from a scenic highway. The Project is expected to be visually compatible with existing residential development to the south and west along Brea Canyon Cut Off Road. However, additional analysis of this issue in an EIR is required.

b.	☐	☐	☒	Is the project substantially visible from or will it obstruct views from a regional riding or hiking trail?

The Puente Hills, which are located south of the Project Site, offer regional riding and hiking trails. Due to the height and mass of the proposed structures, the Project could be substantially visible from locations along such trails. Accordingly, additional analysis of this issue in an EIR is required.

c.	☐	☒	☐	Is the project site located in an undeveloped or undisturbed area, which contains unique aesthetic features?

The Project Site, which is presently developed with nine single-story buildings, two paved surface parking lots and an athletic field and surrounded by urban uses, is not located within, nor does it contain, an undeveloped or undisturbed area. The Project vicinity is already developed with a mix of residential and commercial uses. As the Project is not expected to affect any undeveloped or undisturbed areas or any unique aesthetic features, no additional analysis in an EIR is required.

d.	☐	☐	☒	Is the proposed use out-of-character in comparison to adjacent uses because of height, bulk, or other features?

The Project will be designed to step back from adjacent development to minimize perceived height impacts from off-site vantages, and will utilize the existing topography of the Project Site to minimize visual impacts to surrounding properties. However, the Project proposes buildings that would exceed the height and mass of the buildings currently on the Project Site, as well as the height and mass of multi-family residential buildings in the Project area. The residences immediately south of the Project Site are two stories in height (some situated higher than the Project Site), the commercial buildings immediately north of the Project Site are two stories in height, and the senior

housing complex immediately north of the Project Site is two to three stories in height. The Project proposes three-story townhomes, a four-story podium building, and a three- and four-story wrap-around building. As a result, additional analysis of this issue in an EIR is required.

e. ☐ ☐ ☒ Is the project likely to create substantial sun shadow, light or glare problems?

Because of the height and mass of the proposed buildings, the length and duration of shadows cast by the Project could exceed those cast by existing buildings on the Project Site. Additionally, the introduction of new and taller buildings on the Project Site has the potential to result in new light and glare impacts on surrounding land uses. Additional analysis of this issue in an EIR is required.

f. ☐ ☐ ☒ Other factors (e.g., grading or land form alteration):

The Project proposes grading and excavation, which could substantially alter the existing topography. Additional analysis is required.

☐ **MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design ☐ Visual Report ☐ Compatible Use

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on **scenic** qualities?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

SERVICES - 1. Traffic/Access

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☐	☒	Does the project contain 25 dwelling units, or more and is it located in an area with known congestion problems (roadway or intersections)?

The Project proposes 775 dwelling units. The Project Site is located along Brea Canyon Cutoff Road, which is used as a commuter route between the Pomona and Orange Freeways. While currently Brea Canyon Cut Off Road does not experience congestion problems, due to the volume of vehicles utilizing this route and other surrounding streets in the future, congestion during peak hours could potentially occur within the Project area. With the addition of trips associated with Project implementation, the Project could contribute additional trips to existing congested conditions. Further analysis of this issue in an EIR is required.

b.	☐	☒	☐	Will the project result in any hazardous traffic conditions?

The design of the Project, and the internal circulation systems on site, take safety into consideration. All development must comply with the County standards including those related to sight distance, roadway width, and turning radius. Site plans for the Project will be reviewed by County staff as part of the standard development review process to ensure compliance with County standards. Accordingly, the Project design would not result in hazardous conditions for vehicles entering and/or exiting the Project Site.

c.	☐	☐	☒	Will the project result in parking problems with a subsequent impact on traffic conditions?

The proposed Project is residential in nature. Part 11 of Chapter 22.52 of the Los Angeles County Code requires residential developments, in general, to provide parking based on the number of bedrooms in a residence. However, the Applicant is requesting a Residential Planned Development (RPD) zoning designation for the Project. Under this designation, the parking provisions outlined in Chapter 22.52 do not apply where a Conditional Use Permit has been issued. In such circumstances, the Planning Commission requires automobile parking in an amount adequate to prevent traffic congestion and excessive off-street parking. In no instance shall less than one covered parking space per dwelling unit be provided. The Project proposes a total of 1,544 parking spaces on-site, which is in excess of the minimum standard for an RPD zone and conforms to the County's general apartment parking requirements. While the Project is anticipated to provide an adequate number of parking spaces to serve the proposed Project, further analysis of this issue in an EIR is required.

d.	☐	☒	☐	Will inadequate access during an emergency (other than fire hazards) result in problems for emergency vehicles or residents/employees in the area?

Modifications to existing Project Site access and on-site circulation are proposed. However, building and site plans will be provided to the Los Angeles County Fire Department for review and approval. Through Department review and approval, adequate emergency access designs will be incorporated into the Project, and compliance with these standards will ensure the Project provides adequate emergency access.

e.	☐	☐	☒	Will the congestion management program (CMP) Transportation Impact Analysis thresholds of 50 peak hour vehicles added by project traffic to a CMP highway system intersection or 150 peak hour trips added by project traffic to a mainline freeway link be exceeded?

No CMP highway intersections are located in the vicinity of the Project Site. As such, implementation of the Project would not exceed the threshold of 50 peak hour trips vehicles added to a CMP highway system intersection. However, traffic generated by the Project may impact existing circulation patterns, and the traffic load and capacity of the existing street system, which may significantly affect, either cumulatively or individually, levels of service (LOS) through the addition of 150 peak hour trips added to a mainline freeway link. As such, further analysis of this topic in an EIR is required

f. ☐ ☐ ☒ Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

The Project Site is located in close proximity to several public transit options including Metro Bus, Foothill Transit and Metrolink which will encourage the use of public transportation. Adopted policies, plans, or programs supportive of alternative transportation that affect transportation planning in the vicinity of the Project Site include the Congestion Management Program (CMP) for Los Angeles County. The EIR will further analyze the consistency of the Project with these adopted policies, plans, or programs supporting alternative transportation.

g. ☐ ☐ ☐ Other factors? _____

☐ **MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS**

☐ Project Design ☒ Traffic Report ☐ Consultation with Traffic & Lighting Division

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **traffic/access** factors?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

SERVICES - 2. Sewage Disposal

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☐	☒	If served by a community sewage system, could the project create capacity problems at the treatment plant?

The Project Site is currently served by a sanitary sewer system, and effluent generated by the Project would be treated at facilities operated by the Sanitation District of Los Angeles County However, the Project could increase the quantity of wastewater currently generated on the Project Site. Therefore, further analysis of treatment capacity in the EIR is required.

b.	☐	☐	☒	Could the project create capacity problems in the sewer lines serving the project site?

The Project could increase the quantity of wastewater currently generated on the Project Site. Currently, sewer lines are in place to serve existing uses on the Project Site. However, implementation of the Project could increase the quantity of wastewater entering sewer lines serving the Project Site. Therefore, further analysis of local sewer capacity is required.

c.	☐	☐	☐	Other factors? _____

STANDARD CODE REQUIREMENTS

☐ Sanitary Sewers and Industrial Waste Ordinance No. 6130

☐ Plumbing Code Ordinance No. 2269

☐ **MITIGATION MEASURES** / ☐ **OTHER CONSIDERATIONS**

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **sewage disposal** facilities?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

SERVICES - 3. Education

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☐	☒	Could the project create capacity problems at the district level?

The proposed construction of 775 residential units could increase the demand for schools within the Rowland Heights Unified School District (RHUSD). Therefore, further analysis of the current and planned capacity of the RHUSD school system is required in an EIR.

b.	☐	☐	☒	Could the project create capacity problems at individual schools which will serve the project site?

The proposed construction of 775 residential units could increase the demand for RHUSD schools serving the Project Site. Further analysis of the current and planned capacities of these schools in an EIR is required.

c.	☐	☐	☒	Could the project create student transportation problems?

The proposed construction of 775 residential units could increase the demand for student transportation services. Therefore, further analysis of this topic in an EIR is required.

d.	☐	☐	☒	Could the project create substantial library impacts due to increased population and demand?

The Project would be served by the Los Angeles County Public Library system. The proposed construction of 775 residential units could increase the demand for local library services. Therefore, further analysis of this topic in an EIR is required.

e.	☐	☐	☐	Other factors? _____

☐ **MITIGATION MEASURES** / ☐ **OTHER CONSIDERATIONS**

☐ Site Dedication ☐ Government Code Section 65995 ☐ Library Facilities Mitigation Fee

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **educational** facilities/services?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

SERVICES - 4. Fire/Sheriff Services

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☐	☒	Could the project create staffing or response time problems at the fire station or sheriff's substation serving the project site?

The proposed construction of 775 residential units could increase the demand for fire and sheriff's services. The Los Angeles County Fire and Sheriff's Departments shall be consulted during preparation of the EIR to determine the Project's impacts to staffing and response time. The nearest fire station is located approximately 1 mile away from the Project Site (20480 Pathfinder Road, Rowland Heights, CA 91748) and the nearest Sheriff's substation is located approximately 2.3 miles from the Project Site (1737 Fullerton Rd. Rowland Heights, CA 91748). The increase in demand for fire and sheriff's services represents a potentially significant impact. Further analysis of this topic in an EIR is necessary.

b.	☐	☐	☒	Are there any special fire or law enforcement problems associated with the project or the general area?

The Los Angeles County Fire and Sheriff's Departments will be consulted during preparation of the EIR in order to assess any fire and law enforcement issues associated with the Project and general area. Further analysis of this topic in an EIR is necessary.

c.	☐	☐	☐	Other factors? _____

☐ **MITIGATION MEASURES** / ☐ **OTHER CONSIDERATIONS**

☐ Fire Mitigation Fees

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **fire/sheriff** services?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

SERVICES - 5. Utilities/Other Services

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☐	☒	Is the project site in an area known to have an inadequate public water supply to meet domestic needs or to have an inadequate ground water supply and proposes water wells?

The Walnut Valley Water District (WVWD) provides domestic water service to the Project Site. The WVWD obtains its water supply from the Metropolitan Water District (MWD). The proposed construction of 775 residential units could increase the demand for water within the WVWD service area. The WVWD will be consulted during preparation of the EIR to assess the Project's impact on the current and planned water supply. Due to uncertainties related to the amount of water that MWD will be able to supply to Southern California in the near future given the recent federal court decision Natural Resources Defense Council, et al. v. Kempthorne, et al. (NRDC), further analysis of this issue in an EIR is necessary. Furthermore, State of California Senate Bill (SB) 610 and SB 221 became effective January 1, 2002, amending Sections 10910-10915 of the State Water Code, and requiring that counties and cities consider the availability of adequate water supplies for residential development with more than 500 dwelling units. These statutes require that cities and counties obtain from the local water supplier written verification of sufficient water supply to serve proposed large development projects in their jurisdiction. As a result, further analysis of this topic in an EIR is required.

b.	☐	☐	☒	Is the project site in an area known to have an inadequate water supply and/or pressure to meet fire fighting needs?

The Los Angeles County Fire Department will be consulted during the preparation of the EIR to assess the fire flow requirements for the Project. Further analysis of this topic in an EIR is required.

c.	☐	☐	☒	Could the project create problems with providing utility services, such as electricity, gas, or propane?

Utilities such as electricity and natural gas currently serve the Project Site and surrounding area. The Project could increase the demand on these existing utility services, which represents a potentially significant impact. Further analysis of this topic in an EIR is required.

d.	☐	☐	☒	Are there any other known service problem areas (e.g., solid waste)?

The Los Angeles County Department of Public Works provides sanitary sewer service to the Project Site. The Project could increase the quantity of wastewater discharged into the local sanitary sewer system. The Department of Public Works will be consulted during preparation of the EIR in order to assess the Project's impacts on sewer capacity. Solid waste service is managed by the County of Los Angeles Bureau of Sanitation Districts. Implementation of the Project could result in an increase in the quantity of solid waste generated from the Project Site; as such the Bureau of Sanitation Districts will be contacted during preparation of the EIR in order to assess the Project's impacts on solid waste. Further analysis of this topic in an EIR is required.

e.	☐	☐	☒	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services or

facilities (e.g., fire protection, police protection, schools, parks, roads)?

The Project could increase the demand for fire and police protection, school facilities, recreational facilities, and other public services. The construction of additional facilities due to Project-generated or cumulative increase in demand may be required to maintain acceptable performance standards. Further analysis of this topic in an EIR is required.

f. ☐ ☐ ☐ Other factors? _____

_____

STANDARD CODE REQUIREMENTS

☐ Plumbing Code Ordinance No. 2269 ☐ Water Code Ordinance No. 7834

☐ **MITIGATION MEASURES** / ☐ **OTHER CONSIDERATIONS**

☐ Lot Size ☐ Project Design

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) relative to **utilities/services**?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

OTHER FACTORS - 1. General

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☒	☐	Will the project result in an inefficient use of energy resources?

The Project is expected to exceed the energy efficiency standards required by Title 24 of the California Code of Regulations. Additionally, the Project would implement design features that incorporate the "California Build It Green Multifamily Greenpoint Checklist." Additionally, the Project would comply with any applicable ordinances which may be adopted by the County imposing green building techniques, low impact development principles and drought tolerant landscaping. Specific energy-conserving features of the Project have not been finalized at this time, but may include: permeable pavement surfaces; energy-efficient heating and air conditioning systems; energy-efficient lighting; reuse of gray water for on-site landscaping irrigation; recycled water in on-site water features; insulated building walls and roof; and timer controls for lighting, power and water features. Therefore, the Project would not result in an inefficient use of energy resources. .

b.	☐	☐	☒	Will the project result in a major change in the patterns, scale, or character of the general area or community?

The Project will be designed to step back from adjacent development to minimize perceived height impacts, and the Project will utilize the existing topography of the Project Site to minimize visual impacts to surrounding properties. However, the Project proposes buildings that would exceed the height and mass of the buildings currently situated on the Project Site as well as the height and mass of the buildings in the Project area. The residences immediately south of the Project Site are two stories in height, the commercial buildings immediately north of the Project Site are two stories in height, and the senior housing complex immediately north of the Project Site is two to three stories in height. The Project proposes three-story townhomes, a four-story podium building, and a three- and four-story wrap-around building. Therefore, the Project may result in a major change in the scale or character of the general area. Additional analysis of this issue in an EIR is required.

c.	☐	☒	☐	Will the project result in a significant reduction in the amount of agricultural land?

The Project Site, which is currently developed with a school and church and is located in an urbanized area, is not being used for agricultural production. Nine single-story buildings, two paved surface parking lots and an athletic field currently occupy the Project Site. Therefore, the Project would not result in a reduction in agricultural land.

d.	☐	☐	☐	Other factors? _____

STANDARD CODE REQUIREMENTS

☐ State Administrative Code, Title 24, Part 5, T-20 (Energy Conservation)

☐ **MITIGATION MEASURES / ☐ OTHER CONSIDERATIONS**

☐ Lot size ☐ Project Design ☐ Compatible Use

_____

_____

_____

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to any of the above factors?

Based on the above information, the Project could result in a significant impact on the physical environment both on a project-specific and cumulative level.

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

OTHER FACTORS - 2. Environmental Safety

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☐	☒	Are any hazardous materials used, transported, produced, handled, or stored on-site?

According to the Asbestos Survey Report prepared for the Project Site, the earliest built structures of the nine stand-alone and interconnected buildings on the site were constructed in 1970. According to samples collected from the structures on the site, exterior stucco, drywall joint compound and adhesive under hardwood floors contain asbestos. To remove the asbestos containing materials (ACMs) on the Project Site, the Report recommends that any ACMs and ACCMs identified at the Project Site, which may be disturbed during renovation/demolition activities, be removed by a licensed asbestos abatement contractor utilizing state-of-the-art work procedures and in accordance with all state, federal, and local regulations. (Source: LFR Asbestos Survey Report, Southlands Church International, 1920 Brea Canyon Cut Off Road, Rowland Heights, California, 91789, September 25, 2007).

No other hazardous materials that would create a significant hazard to the public are used, transported, produced, handled or stored on-site. Hazardous materials currently used and stored on the Project Site are limited to one-gallon containers of paint, cylinders of helium, one-gallon containers of gasoline for power hand tools and small containers of cleaning agents. The use and storage of these materials are typical to school operations. These materials are generally disposed of at non-hazardous Class II and III landfills (along with traditional solid waste) and are not considered an environmental concern. (Source: LFR, Phase I Environmental Site Assessment, Southlands Church International, 1920 Brea Canyon Cut Off Road, Rowland Heights, California, 91789, September 6, 2007).

Additionally, groundwater and soil gas samples were collected from the Project Site. Tests indicated that volatile organic compounds (VOCs) are not present above the laboratory detection limit, with the exception of very low concentrations of toluene and m,p-xylene. The concentrations of these substances are below the California Department of Health Services maximum contaminant levels and are not considered an environmental concern. No additional subsurface investigation is required. (LFR, Limited Phase II Environmental Site Assessment, Southlands Church International, 1920 Brea Canyon Cut Off Road, Walnut, California, November 15, 2007)

b.	☐	☒	☐	Are any pressurized tanks to be used or any hazardous wastes stored on-site?

Construction and operation of the proposed residential uses do not require the extensive or ongoing use of materials or pressurized tanks that would create a significant hazard to the public. The occasional use or disposal of hazardous materials generally associated with residential uses include unused paint, aerosol cans, cleaning agents, automotive fluids, landscaping-related chemicals, and other common household substances. These materials are generally disposed of at non-hazardous Class II and III landfills (along with traditional solid waste). Therefore, the impact of the Project on the environment through the routine transport, use, or disposal of hazardous materials is less than significant, given that appropriate procedures and guidelines are followed during Project construction and throughout Project operation . (Source: LFR, Phase I Environmental Site Assessment, Southlands Church International, 1920 Brea Canyon Cut Off Road, Rowland Heights, California, 91789, September 6, 2007

c.	☐	☒	☐	Are any residential units, schools, or hospitals located within 500 feet and

potentially adversely affected?

Residences are located within 500 feet of the Project Site. However, these uses would not be adversely affected by the Project, which would utilize the same substances commonly used in households.

d. ☐ ☒ ☐ Have there been previous uses that indicate residual soil toxicity of the site or is the site located within two miles downstream of a known groundwater contamination source within the same watershed?

Prior to construction of the existing structures on the Project Site, the site was used for agricultural purposes. Given the past use, groundwater and soil gas samples were collected from the Project Site. Tests indicate that VOCs are not present above the laboratory detection limit, with the exception of very low concentrations of toluene and m,p-xylene. The concentrations of these substances are below the California Department of Health Services maximum contaminant levels and are not considered an environmental concern. No additional subsurface investigation is required. Therefore, the Project Site is not subjected to residual soil toxicity. (Source: LFR, Limited Phase II Environmental Site Assessment, Southlands Church International, 1920 Brea Canyon Cut Off Road, Walnut, California, November 15, 2007)

e. ☐ ☐ ☒ Would the project create a significant hazard to the public or the environment involving the accidental release of hazardous materials into the environment?

An asbestos survey report found that several materials, including exterior stucco, adhesive under hardwood floors and drywall joint compound, which exist within structures on the Project Site, contain asbestos. Construction activities shall comply with SCAQMD Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities. This rule is intended to limit asbestos emissions from the demolition or renovation of structures and the associated disturbance of asbestos-containing materials (ACMs) generated or handled during these activities. The rule requires that SCAQMD be notified before demolition or renovation activity occurs. This notification includes a description of structures and methods utilized to determine the presence or absence of asbestos. All ACMs found on the Project Site shall be removed prior to demolition or renovation in accordance with the requirements of Rule 1403. (Source: LFR, Asbestos Survey Report, Southlands Church International, 1920 Brea Canyon Cut Off Road, Rowland Heights, California, September 25, 2007.

f. ☐ ☒ ☐ Would the project emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The Project Site is not located within one-quarter mile of any existing or proposed school. No further analysis is required.

g. ☐ ☒ ☐ Would the project 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 create a significant hazard to the public or environment?

An environmental database report for local, state and federal listings for the Project Site and properties within one-mile of the Project Site compiled pursuant to Government Code Section 65962.5 was reviewed. The Project Site is not listed on any environmental databases; however, several off-site facilities are listed within either federal or state databases. According to the conclusions within the Phase I prepared for the site, none of the listed facilities that would present an environmental concern for the Project Site. . (Source: LFR, Phase I Environmental Site Assessment, Southlands Church International, 1920 Brea Canyon Cut Off Road, Rowland Heights, California, 91789, September 6, 2007)

h. ☐ ☒ ☐ Would the project result in a safety hazard for people in a project area located

within an airport land use plan, within two miles of a public or public use airport, or within the vicinity of a private airstrip?

The Project Site is not located within an airport land use plan, nor within two miles of a public or public use airport, or within the vicinity of a private airstrip.

l. ☐ ☒ ☐ Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Project Site would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No further analysis is required.

j. ☐ ☐ ☐ Other factors? _____

☐ **MITIGATION MEASURES** / ☐ **OTHER CONSIDERATIONS**

☐ Toxic Clean up Plan

CONCLUSION

Considering the above information, could the project have a significant impact relative to **public safety**?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

OTHER FACTORS - 3. Land Use

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☒	☐	☐	Can the project be found to be inconsistent with the plan designation(s) of the subject property?

The current land use designation for the Project Site is U-1 (Urban 1), which allows for single-family residences at a density of 1.1 to 3.2 dwelling units per gross acre. The Project proposes the construction of 775 new multi-family residences, which is inconsistent with the current land use designation. Following approval of the Applicant's requested entitlements, including a zone change, a conditional use permit, a general plan amendment, an oak tree permit, and other necessary permits, the Project would be consistent with the plan designation for the site. Further analysis of this issue in an EIR is required.

b.	☒	☐	☐	Can the project be found to be inconsistent with the zoning designation of the subject property?

The current zoning designation for the Project Site is A-1-20,000 (Light Agriculture) which does not allow multi-family residences. The Project proposes the construction of 775 new multi-family residences, which is inconsistent with the current zoning designation for the site. Following approval of the Applicant's requested entitlements, including a zone change, a conditional use permit, a general plan amendment, an oak tree permit, and other necessary permits, the Project would be consistent with the zoning designation of the Project. Further analysis of this issue in an EIR is required.

c. Can the project be found to be inconsistent with the following applicable land use criteria:

☐	☒	☐	Hillside Management Criteria?

The Project Site is not located within a Hillside Management Area. As such, no further analysis is required.

☐	☒	☐	SEA Conformance Criteria?

The Project Site is not located within a designated Significant Ecological Area. As such, no further analysis is required.

	☐	☐	☐	Other? _____
d.	☐	☒	☐	Would the project physically divide an established community?

The Project would limit development to the Project Site and would not modify any off-site properties or roadways as to physically divide an established community.

e.	☐	☐	☐	Other factors? _____

_____

☐ **MITIGATION MEASURES** / ☐ **OTHER CONSIDERATIONS**

_____

_____

_____

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **land use** factors?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

OTHER FACTORS - 4. Population/Housing/Employment/Recreation

SETTING/IMPACTS

	Yes	No	Maybe	
a.	☐	☐	☒	Could the project cumulatively exceed official regional or local population projections?

Continued growth in population is predicted to occur throughout unincorporated portions of Los Angeles County and the San Gabriel Valley. For instance, according to the County's draft General Plan Housing Element (which cites the Southern California Association of Government's data), in 2005, the San Gabriel Valley population totaled 364,836 people, and this population growth is expected to grow by another 13% (up to 411,629) by 2014. Further, the population in unincorporated areas of Los Angeles County is expected to increase by 16% between 2005 and 2014, or from 1,086,077 to 1,263,045. The Project 775 dwelling units, and would provide new housing within the Rowland Heights community. While the Project itself would not increase the community's population to an extent that exceeds projections by the Southern California Association of Government (SCAG) or County of Los Angeles, further analysis is required to address whether the Project could have a cumulatively considerable contribution to exceedance of official regional or local population projections.

b.	☐	☐	☒	Could the project induce substantial direct or indirect growth in an area (e.g., through projects in an undeveloped area or extension of major infrastructure)?

While the Project is not located in an undeveloped area or extending any major infrastructure, the Project does include changes in land use and zoning designations that historically allowed single-family residences but would now permit the construction of multi-family residences, thereby inducing population growth in the Rowland Heights community. As such, additional analysis in an EIR is required.

c.	☐	☒	☐	Could the project displace existing housing, especially affordable housing?

The Project Site is currently developed with schools and a church, which would be removed as part of the Project. Therefore, no housing would be displaced with implementation of the Project. No further analysis is required.

d.	☐	☐	☒	Could the project result in a substantial job/housing imbalance or substantial increase in Vehicle Miles Traveled (VMT)?

The Project would introduce new multi-family housing, which could result in a job/housing imbalance within the immediate Rowland Heights community. However, the Project Site is located in close proximity to job centers within the San Gabriel Valley, is within easy access of the Pomona Freeway as well as mass transit services, and is within walking distance of community and commercial services. According to the San Gabriel Valley Economic Partnership, there currently are over 600,000 jobs in the San Gabriel Valley. The Los Angeles County Economic Development Corporation's 2007-2008 Economic Overview and Forecast reports that Rowland Heights alone is home to over 2,022 business establishments and the San Gabriel Valley as a whole housed over 42,416 businesses in 2005. Several large companies and corporations are also housed in near-by cities such as City of Industry, Diamond Bar, Pomona, and Brea. Thus, the Project Site's location in close proximity to Colima Road, a major roadway and public transportation corridor running the length of Rowland Heights, will give residents easy access to local employment. Further, its proximity to two major freeways via Brea Canyon Cut Off Road and Fairway Drive (Brea Canyon Cut Off Road becomes Fairway

Drive north of Colima Road) will allow access to jobs in the broader San Gabriel Valley and Northern Orange County areas with minimal impact to local streets. While the Project Site is located within close proximity to jobs, services and public transit, the number of vehicle trips generated by the Project would exceed the number of trips currently generated by present uses on the Project Site, resulting in an increase in VMT. As such, additional analysis of this issue in an EIR is required.

e. ☐ ☐ ☒ Could the project require new or expanded recreational facilities for future residents?

The Project would include recreational amenities for Project residents; however, additional facilities may be required to meet the applicable County of Los Angeles ratios of open space to population. Further analysis of this issue in an EIR is required.

f. ☐ ☒ ☐ Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The Project would not displace any existing housing or residents. As such, the Project would not result in the displacement of residents such that new replacement housing would need to be constructed. No further analysis of this issue is required.

g. ☐ ☐ ☐ Other factors? _____

☐ **MITIGATION MEASURES** / ☐ **OTHER CONSIDERATIONS**

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the physical environment due to **population, housing, employment**, or **recreational** factors?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

MANDATORY FINDINGS OF SIGNIFICANCE

Based on this Initial Study, the following findings are made:

	Yes	No	Maybe	
a.	☐	☒	☐	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

The Project Site, which is located within an urbanized area, does not contain habitat for any known sensitive species. Nine single-story buildings, two paved surface parking lots and an athletic field currently occupy the site. Therefore, the Project would not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Additionally, no important examples of the major periods of California history or prehistory would be eliminated. No further analysis is required.

b.	☐	☐	☒	Does the project have possible environmental effects which are individually limited but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

The Project has possible environmental effects which may be cumulatively considerable. A list of related projects shall be obtained during preparation of the EIR. The EIR will include an analysis of both individual and cumulative impacts for each environmental topic.

c.	☐	☐	☒	Will the environmental effects of the project cause substantial adverse effects on human beings, either directly or indirectly?

The EIR will discuss Project impacts to the public and the environment. Further analysis is required to determine the severity of the impacts and the mitigation measures to address these impacts.

CONCLUSION

Considering the above information, could the project have a significant impact (individually or cumulatively) on the environment?

☒ Potentially significant ☐ Less than significant with project mitigation ☐ Less than significant/No impact

NOP Comments

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
1	State Clearinghouse	Acknowledgement	Misc.	ISI
2	County Sanitation Districts of LA County	Annexation into District 21 for sewage service	Sewage Disposal	KHR/ISI
2	County Sanitation Districts of LA County	Attachment	Sewage Disposal	KHR/ISI
2	County Sanitation Districts of LA County	Connection fee prior to issuance of permit to connect to sewer	Sewage Disposal	KHR/ISI
2	County Sanitation Districts of LA County	Design capacities based on SCAG growth forecasts	Sewage Disposal	KHR/ISI
2	County Sanitation Districts of LA County	Discharge into local sewer line	Sewage Disposal	KHR/ISI
2	County Sanitation Districts of LA County	Don't guarantee wastewater service	Sewage Disposal	KHR/ISI
2	County Sanitation Districts of LA County	Flow last measured in 2005	Sewage Disposal	KHR/ISI
2	County Sanitation Districts of LA County	Flows in excess of San Jose Creek Reclamation Plan diverted	Sewage Disposal	KHR/ISI
2	County Sanitation Districts of LA County	Must be consistent with SCAG growth forecasts	Sewage Disposal	KHR/ISI
2	County Sanitation Districts of LA County	Projected wastewater flow from project	Sewage Disposal	KHR/ISI
2	County Sanitation Districts of LA County	Projected wastewater flow from project	Sewage Disposal	KHR/ISI
2	County Sanitation Districts of LA County	San Jose Creek Water Reclamation Plan flow	Sewage Disposal	KHR/ISI
3	SCAQMD	All feasible mitigation measures incorporated	Air Quality	ISI
3	SCAQMD	Construction & operational emissions	Air Quality	ISI
3	SCAQMD	LST analysis	Air Quality	ISI
3	SCAQMD	Mobile source HRA	Air Quality	ISI
3	SCAQMD	PM2.5 should be quantified	Air Quality	ISI
3	SCAQMD	Use of CEQA Handbook or URBEMIS 2007	Air Quality	ISI
4	Caltrans	Cumulative analysis in TIA	Traffic & Access	KHR
4	Caltrans	Discuss ADT, AM and PM peak hour volumes	Traffic & Access	KHR
4	Caltrans	Discussion of mitigation measures	Traffic & Access	KHR
4	Caltrans	Project's equitable share responsibility for mitigation	Traffic & Access	KHR
4	Caltrans	SR 60 must be analyzed per Caltrans	Traffic & Access	KHR
4	Caltrans	Trips assigned to SR 60 discussed in TIA	Traffic & Access	KHR
5	SCAG	Consistency analysis in table format	Land Use	ISI
5	SCAG	DEIR shall cite all SCAG policies & address project's applicability/consistency	Land Use	ISI
5	SCAG	Project is regionally significant	Land Use	ISI

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
5	SCAG	RCPG, RTP and CGV policies	Land Use	ISI
6	Native American Heritage Commission	Accidental discovery = stop	Cultural Resources	ISI
6	Native American Heritage Commission	Archaeo inventory requirements, if applicable	Cultural Resources	ISI
6	Native American Heritage Commission	Contact CHRIS for possible recorded sites	Cultural Resources	ISI
6	Native American Heritage Commission	Contact NAHC with USGS quad for Sacred Lands File Search	Cultural Resources	ISI
6	Native American Heritage Commission	Human remains in mitigation plan	Cultural Resources	ISI
6	Native American Heritage Commission	Use of Native American monitors if monitoring required	Cultural Resources	ISI
7	Jeff Carruthers	Discovery of Native American artifacts	Cultural Resources	ISI
7	Jeff Carruthers	Former active Native American community on site	Cultural Resources	ISI
7	Jeff Carruthers	Zone change	Land Use	Latham/ISI
7	Jeff Carruthers	Parking shortages in commercial centers	Traffic & Access	KHR
7	Jeff Carruthers	Traffic congestion	Traffic & Access	KHR
7	Jeff Carruthers	Attachments		
8	County of Los Angeles Public Health	Acoustical analysis and mitigation recommended	Noise	ISI
8	County of Los Angeles Public Health	Noise during construction affecting neighboring residences	Noise	ISI
9	County of Los Angeles Public Library	Existing library size	Library Services	ISI
9	County of Los Angeles Public Library	Pay facilities mitigation fee	Library Services	ISI
9	County of Los Angeles Public Library	Pay fee at time building permits are issued	Library Services	ISI
9	County of Los Angeles Public Library	Project would adversely affect library service	Library Services	ISI
9	County of Los Angeles Public Library	Rowland Heights Library doesn't meet service level guidelines	Library Services	ISI
9	County of Los Angeles Public Library	Service level guidelines	Library Services	ISI
10	County of Los Angeles Department of Public Works	Hazardous Waste Management infrastructure mitigation	Environmental Safety	ISI
10	County of Los Angeles Department of Public Works	If USTs or other tanks on site, PWD must be consulted	Environmental Safety	ISI

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
10	County of Los Angeles Department of Public Works	Proximity to oil/gas wells	Environmental Safety	ISI
10	County of Los Angeles Department of Public Works	Liquefaction zone	Geotechnical	Geo Consultant
10	County of Los Angeles Department of Public Works	Quantity of soil export/import	Geotechnical	Geo Consultant
10	County of Los Angeles Department of Public Works	Drainage Concept/Hydrology Report & SUSMP required in EIR	Hydrology & Drainage	KHR
10	County of Los Angeles Department of Public Works	SUSMP	Hydrology & Drainage	KHR
10	County of Los Angeles Department of Public Works	EIR required	Misc.	ISI
10	County of Los Angeles Department of Public Works	Sewer area study needed to determine impacts	Sewage Disposal	KHR
10	County of Los Angeles Department of Public Works	Wastewater collection & disposal	Sewage Disposal	KHR
10	County of Los Angeles Department of Public Works	Wet weather capacity of sewer lines	Sewage Disposal	KHR
10	County of Los Angeles Department of Public Works	Adequate storage for recyclables	Solid Waste Service	ISI
10	County of Los Angeles Department of Public Works	Recycle/reuse 50% of demo material	Solid Waste Service	ISI
10	County of Los Angeles Department of Public Works	Recycling & Reuse Plan	Solid Waste Service	ISI
10	County of Los Angeles Department of Public Works	Hauling route CUP may be required	Traffic & Access	KHR

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
10	County of Los Angeles Department of Public Works	Traffic Impact Analysis required	Traffic & Access	KHR
11	Alan Gomez	Golfers crossing road	Traffic & Access	KHR
11	Alan Gomez	Traffic congestion	Traffic & Access	KHR
12	Richard Finke	Heritage oaks on site	Biota	ISI
12	Richard Finke	Drainage runoff issues form recent ditch project on site	Hydrology & Drainage	KHR
12	Richard Finke	Land use	Land Use	ISI
12	Richard Finke	Requested entitlements	Land Use	Latham/ISI
12	Richard Finke	Property Values	Misc.	ISI
12	Richard Finke	Burden on Sheriff Dept	Police	ISI
12	Richard Finke	Crime	Police	ISI
12	Richard Finke	Loss of local school	Schools	ISI
12	Alan Gomez	Schools	Schools	ISI
12	Richard Finke	Sewage system at capacity	Sewage Disposal	KHR/ISI
12	Richard Finke	Number of new trips	Traffic & Access	KHR
12	Richard Finke	Parking shortages in commercial centers	Traffic & Access	KHR
12	Richard Finke	Street parking hazardous	Traffic & Access	KHR
12	Richard Finke	Traffic study intersections	Traffic & Access	KHR
12	Richard Finke	Strain on infrastructure	Utilities	ISI
13	Unknown	Community character	Land Use	ISI
13	Unknown	Requested entitlements	Land Use	Latham/ISI
13	Alan Gomez	Crime	Police	ISI
13	Unknown	Safety	Police	ISI
13	Unknown	Traffic	Traffic & Access	KHR
14	Alex Po	Support	Misc.	ISI
14	Alex Po	Less traffic with apartments than another commercial center	Traffic & Access	KHR
14	Alex Po	Traffic not as bad as other areas	Traffic & Access	KHR
15	Ana Garcia	Increase tax base	Misc.	ISI
15	Ana Garcia	Local merchants would benefit	Misc.	ISI
15	Ana Garcia	Support	Misc.	ISI
16	Angela Espinoza	Local economic benefit	Misc.	ISI
16	Angela Espinoza	Opportunity to downsize from a house	Misc.	ISI
16	Angela Espinoza	Support	Misc.	ISI
17	Blanca Sotelo	Increase tax base	Misc.	ISI
17	Blanca Sotelo	Local merchants would benefit	Misc.	ISI
17	Blanca Sotelo	Support	Misc.	ISI
18	Jason Tan	Aesthetics	Aesthetics	ISI
18	Jason Tan	Increase tax base	Misc.	ISI
18	Jason Tan	New revenues in fees	Misc.	ISI
18	Jason Tan	Support	Misc.	ISI

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
19	Javier Alvarez	Increase tax base	Misc.	ISI
19	Javier Alvarez	New revenues in fees	Misc.	ISI
19	Javier Alvarez	Support	Misc.	ISI
19	Javier Alvarez	Walking distance to commercial	Misc.	ISI
20	Jon Chen	Support	Misc.	ISI
21	Jose Perez	Support	Misc.	ISI
21	Jose Perez	Traffic	Traffic & Access	KHR
22	Laura Lemus	Support	Misc.	ISI
23	Magda Pagurut	Support	Misc.	ISI
24	Marti Dil	Housing needed more than commercial	Land Use	ISI
24	Marti Dil	Infill	Land Use	ISI
24	Marti Dil	Support	Misc.	ISI
24	Marti Dil	Preservation of open space & hillside	Parks & Recreation	ISI
24	Marti Dil	Landscape & streetscape improvements	Project Description	ISI
24	Marti Dil	Sustainable/green design	Project Description	ISI
25	Mary Magallon	Support	Misc.	ISI
26	Rosalina Ascencio	Support	Misc.	ISI
27	Seung Hee Hong	Support	Misc.	ISI
28	Vincent Truong	Support	Misc.	ISI
29	Rosrarui Forl??	Support	Misc.	ISI
30	Unknown	Building Heights: Privacy	Land Use	ISI
31	Frank E. Thomas	Crime	Police	ISI
31	Frank E. Thomas	Parking	Traffic & Access	KHR
31	Frank E. Thomas	Traffic	Traffic & Access	KHR
31	Frank E. Thomas	Water usage	Water	ISI
32	Jack Eades	Brea Canyon Cutoff & Fairway Drive as cut-throughs	Traffic & Access	KHR
32	Jack Eades	Traffic	Traffic & Access	KHR
33	Mary Lou Eades	Crime	Police	ISI
33	Mary Lou Eades	Impacts to Schools & Services	Public Services	ISI
33	Mary Lou Eades	Congestion	Traffic & Access	KHR
33	Mary Lou Eades	Traffic	Traffic & Access	KHR
34	Robert & Jeannine Bottorff	Blight	Land Use	ISI
34	Robert & Jeannine Bottorff	Property Values	Misc.	ISI
34	Robert & Jeannine Bottorff	Increased traffic	Traffic & Access	KHR
34	Robert & Jeannine Bottorff	SR 60 westbound entrance	Traffic & Access	KHR
34	Robert & Jeannine Bottorff	Street parking	Traffic & Access	KHR

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
35	Dr. Paul Gale	Geotechnical concerns underground placing	Geotechnical	Geo Consultant
35	Dr. Paul Gale	Community character & density	Land Use	ISI
35	Dr. Paul Gale	Noise	Noise	ISI
35	Dr. Paul Gale	Crime	Police	ISI
35	Dr. Paul Gale	Golf course security/access	Police	ISI
35	Dr. Paul Gale	Police demands	Police	ISI
35	Dr. Paul Gale	Parkland	Recreation & Parks	ISI
35	Dr. Paul Gale	School demands	Schools	ISI
35	Dr. Paul Gale	Brea Canyon Cutoff-number of lanes	Traffic & Access	KHR
35	Dr. Paul Gale	Student safety walking to school	Traffic & Access	KHR
35	Dr. Paul Gale	Water usage	Water	ISI
36	Lilia Hidalgo	Density	Land Use	ISI
36	Lilia Hidalgo	Traffic congestion	Traffic & Access	KHR
37	Alex Agopian	Community character & density	Land Use	ISI
37	Alex Agopian	Community character & density	Land Use	ISI
37	Alex Agopian	Crime	Police	ISI
37	Alex Agopian	Police services	Police	ISI
37	Alex Agopian	School service	Schools	ISI
37	Alex Agopian	Schools overcrowded	Schools	ISI
37	Alex Agopian	Brea Canyon Cutoff-number of lanes	Traffic & Access	KHR
37	Alex Agopian	Traffic on Brea Canyon Cutoff	Traffic & Access	KHR
37	Alex Agopian	Weekend Trips	Traffic & Access	KHR
37	Alex Agopian	Weekend Trips	Traffic & Access	KHR
37	Alex Agopian	Water availability	Water	ISI
38	Ruiz	Community character & density	Land Use	ISI
38	Ruiz	Schools overcrowded	Schools	ISI
38	Ruiz	Traffic on Brea Canyon Cutoff	Traffic & Access	KHR
38	Ruiz	Weekend Trips	Traffic & Access	KHR
38	Ruiz	Water availability	Water	ISI
39	Eric Woodley	Fire Department demands	Fire	ISI
39	Eric Woodley	Community character & density	Land Use	ISI
39	Eric Woodley	Crime	Police	ISI
39	Eric Woodley	Police demands	Police	ISI
39	Eric Woodley	Brea Canyon Cutoff-number of lanes	Traffic & Access	KHR
39	Eric Woodley	Weekend Trips	Traffic & Access	KHR
40	Mr & Mrs. Howard Kellogg	Community character & density	Land Use	ISI
40	Mr & Mrs. Howard Kellogg	Crime	Police	ISI
40	Mr & Mrs. Howard Kellogg	Police demands	Police	ISI

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
40	Mr & Mrs. Howard Kellogg	School service	Schools	ISI
40	Mr & Mrs. Howard Kellogg	Brea Canyon Cutoff-number of lanes	Traffic & Access	KHR
40	Mr & Mrs. Howard Kellogg	Weekend Trips	Traffic & Access	KHR
41	Vula Price	Community character & density	Land Use	ISI
41	Vula Price	Crime	Police	ISI
41	Vula Price	Police demands	Police	ISI
41	Vula Price	School service	Schools	ISI
41	Vula Price	Brea Canyon Cutoff-number of lanes	Traffic & Access	KHR
41	Vula Price	Weekend Trips	Traffic & Access	KHR
42	Marle & Dori Mondala	Community character & density	Land Use	ISI
42	Marle & Dori Mondala	Crime	Police	ISI
42	Marle & Dori Mondala	Police demands	Police	ISI
42	Marle & Dori Mondala	School service	Schools	ISI
42	Marle & Dori Mondala	Brea Canyon Cutoff-number of lanes	Traffic & Access	KHR
42	Marle & Dori Mondala	Weekend Trips	Traffic & Access	KHR
43	Joanna Aiekolsou	Community character & density	Land Use	ISI
43	Joanna Aiekolsou	Crime	Police	ISI
43	Joanna Aiekolsou	Police demands	Police	ISI
43	Joanna Aiekolsou	School service	Schools	ISI
43	Joanna Aiekolsou	Brea Canyon Cutoff-number of lanes	Traffic & Access	KHR
43	Joanna Aiekolsou	Weekend Trips	Traffic & Access	KHR
44	Mary Ramirez	Community character & density	Land Use	ISI
44	Mary Ramirez	Crime	Police	ISI
44	Mary Ramirez	Police demands	Police	ISI
44	Mary Ramirez	School service	Schools	ISI
44	Mary Ramirez	Brea Canyon Cutoff-number of lanes	Traffic & Access	KHR
44	Mary Ramirez	Weekend Trips	Traffic & Access	KHR
44	Mary Ramirez	Water availability	Water	ISI
45	Amahelle Ruiz	Community character & density	Land Use	ISI
45	Amahelle Ruiz	Crime	Police	ISI
45	Amahelle Ruiz	Police demands	Police	ISI
45	Amahelle Ruiz	School service	Schools	ISI
45	Amahelle Ruiz	Brea Canyon Cutoff-number of lanes	Traffic & Access	KHR
45	Amahelle Ruiz	Weekend Trips	Traffic & Access	KHR
45	Amahelle Ruiz	Water availability	Water	ISI
46	Shirley Halsell	Community character & density	Land Use	ISI
46	Shirley Halsell	Crime	Police	ISI
46	Shirley Halsell	Police demands	Police	ISI

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
46	Shirley Halsell	School service	Schools	ISI
46	Shirley Halsell	Brea Canyon Cutoff-number of lanes	Traffic & Access	KHR
46	Shirley Halsell	Weekend Trips	Traffic & Access	KHR
47	Pat & Gerald Nashire	Community character & density	Land Use	ISI
47	Pat & Gerald Nashire	Crime	Police	ISI
47	Pat & Gerald Nashire	Police demands	Police	ISI
47	Pat & Gerald Nashire	School service	Schools	ISI
47	Pat & Gerald Nashire	Brea Canyon Cutoff-number of lanes	Traffic & Access	KHR
47	Pat & Gerald Nashire	Weekend Trips	Traffic & Access	KHR
47	Pat & Gerald Nashire	Water availability	Water	ISI
48	Candice Agopian	Community character & density	Land Use	ISI
48	Candice Agopian	Crime	Police	ISI
48	Candice Agopian	Police demands	Police	ISI
48	Candice Agopian	School service	Schools	ISI
48	Candice Agopian	Brea Canyon Cutoff-number of lanes	Traffic & Access	KHR
48	Candice Agopian	Weekend Trips	Traffic & Access	KHR
49	Mr. & Mrs. James Cromer	Community character & density	Land Use	ISI
49	Mr. & Mrs. James Cromer	Crime	Police	ISI
49	Mr. & Mrs. James Cromer	Police demands	Police	ISI
49	Mr. & Mrs. James Cromer	School service	Schools	ISI
49	Mr. & Mrs. James Cromer	Brea Canyon Cutoff-number of lanes	Traffic & Access	KHR
49	Mr. & Mrs. James Cromer	Weekend Trips	Traffic & Access	KHR
50	Mary Reeves	Community character & density	Land Use	ISI
50	Mary Reeves	Crime	Police	ISI
50	Mary Reeves	Police demands	Police	ISI
50	Mary Reeves	School service	Schools	ISI
50	Mary Reeves	Brea Canyon Cutoff-number of lanes	Traffic & Access	KHR
50	Mary Reeves	Weekend Trips	Traffic & Access	KHR
51	Unknown	Building Heights	Land Use	ISI
51	Unknown	Need for more schools	Schools	ISI
52	Anne Lin	View obstruction	Aesthetics	ISI
52	Anne Lin	Air Quality	Air Quality	ISI
52	Anne Lin	Traffic	Traffic & Access	KHR
53	Unknown	Building Heights	Land Use	ISI
54	Tina Chen	Schools overcrowded	Schools	ISI

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
54	Tina Chen	Traffic congestion	Traffic & Access	KHR
55	Unknown	Land use	Land Use	ISI
56	Victor M. Grosso	Air pollution	Air Quality	ISI
56	Victor M. Grosso	Density	Land Use	ISI
56	Victor M. Grosso	Zoning	Land Use	Latham/ISI
56	Victor M. Grosso	Schools overcrowded	Schools	ISI
56	Victor M. Grosso	Street Parking	Traffic & Access	KHR
56	Victor M. Grosso	Traffic on Colima & Fairway	Traffic & Access	KHR
56	Victor M. Grosso	Weekend Trips	Traffic & Access	KHR
57	Unknown	Community character aesthetics	Aesthetics	ISI
57	Unknown	Construction Impacts	Aesthetics	ISI
58	Unknown	Building Heights	Land Use	ISI
59	Sally Gebmiat	Requested entitlements	Land Use	Latham/ISI
59	Sally Gebmiat	Traffic	Traffic & Access	KHR
60	John Chan	Property Values	Misc.	ISI
60	John Chan	Quality of Life	Misc.	ISI
60	John Chan	Traffic	Traffic & Access	KHR
61	Ben Liu	Air Quality	Air Quality	ISI
61	Ben Liu	Noise	Noise	ISI
61	Ben Liu	Safety & security	Police	ISI
61	Ben Liu	Loss of school	Schools	ISI
61	Ben Liu	Traffic	Traffic & Access	KHR
62	Chang-Ta Lin	Fire Department demands	Fire	ISI
62	Chang-Ta Lin	Police demands	Police	ISI
62	Chang-Ta Lin	Recreation & Park demands	Recreation & Parks	ISI
62	Chang-Ta Lin	Schools overcrowded	Schools	ISI
62	Chang-Ta Lin	Traffic	Traffic & Access	KHR
63	Eva Chan	Traffic on Brea Canyon Cutoff	Traffic & Access	KHR
64	Diane Turner	Crime	Police	ISI
64	Diane Turner	Schools overcrowded	Schools	ISI
64	Diane Turner	SR-60 on- & off-ramps	Traffic & Access	KHR
64	Diane Turner	Traffic at Fairway	Traffic & Access	KHR
65	Laura & Siegfried Muhlhauser	Building heights & density	Land Use	ISI
65	Laura & Siegfried Muhlhauser	Community character	Land Use	ISI
65	Laura & Siegfried Muhlhauser	Requested entitlements	Land Use	Latham/ISI
66	Siegfried Muhlhauser	Request notification	Noticing	ISI/DRP
67	Tom Yu	Density	Land Use	ISI
67	Tom Yu	Property Values	Misc.	ISI

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
67	Tom Yu	Safety & crime	Police	ISI
67	Tom Yu	Traffic	Traffic & Access	KHR
68	Unknown	Air pollution	Air Quality	ISI
68	Unknown	Environmental hazards	Environmental Safety	ISI
69	Esther P.Y. Chiang	Air Quality	Air Quality	ISI
69	Esther P.Y. Chiang	Greenhouse gases	Air Quality	ISI
69	Esther P.Y. Chiang	Environmental hazards	Environmental Safety	ISI
69	Esther P.Y. Chiang	Solid Waste	Solid Waste Service	ISI
70	Heh-Niang Jan Lin	Traffic on Bickford & Brea Canyon Cutoff	Traffic & Access	KHR
71	Timothy Tarr	Density	Land Use	ISI
71	Timothy Tarr	Land use mix	Land Use	ISI
71	Timothy Tarr	Parking	Traffic & Access	KHR
71	Timothy Tarr	Traffic	Traffic & Access	KHR
72	Mr. Harold Baran	Requested entitlements	Land Use	Latham/ISI
73	Unknown	Building heights	Land Use	ISI
73	Unknown	Density	Land Use	ISI
73	Unknown	SR-60 freeway congestion	Traffic & Access	KHR
74	Unknown	General opposition	Misc.	ISI
75	Unknown	Building heights	Land Use	ISI
76	Randy Lo	Density	Land Use	ISI
76	Randy Lo	Property Values	Misc.	ISI
76	Randy Lo	Safety & crime	Police	ISI
76	Randy Lo	Traffic	Traffic & Access	KHR
77	William Goss	Density	Land Use	ISI
77	William Goss	Traffic on Colima	Traffic & Access	KHR
78	Ly Duong	Land use mix	Land Use	ISI
78	Ly Duong	Property Values	Misc.	ISI
79	Leah Bush	View obstruction	Aesthetics	ISI
79	Leah Bush	Air Quality	Air Quality	ISI
79	Leah Bush	Building scale & heights	Land Use	ISI
79	Leah Bush	Requested entitlements	Land Use	Latham/ISI
79	Leah Bush	Property Values	Misc.	ISI
79	Leah Bush	Crime	Police	ISI
79	Leah Bush	Parking	Traffic & Access	KHR
79	Leah Bush	Traffic	Traffic & Access	KHR
79	Leah Bush	Tier 2 through Tier 3 with Walnut Valley Water District & cost impacts	Water	ISI
79	Leah Bush	Water rates	Water	ISI
80	Karen Bush	Ambulance	Fire	ISI
80	Karen Bush	Fire	Fire	ISI
80	Karen Bush	Medi-transport	Fire	ISI
80	Karen Bush	Blight	land Use	ISI

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
80	Karen Bush	Crime	Police	ISI
80	Karen Bush	Police	Police	ISI
80	Karen Bush	Provision/availability of emergency services	Public Services	ISI
80	Karen Bush	Traffic congestion & delayed emergency response	Traffic & Access	KHR
80	Karen Bush	Sewage & Solid waste disposal	Utilities	ISI
81	James Shuttleworth	On-site oak trees	Biota	ISI
81	James Shuttleworth	Community character	Land Use	ISI
81	James Shuttleworth	Land use incompatibility	Land Use	ISI
81	James Shuttleworth	Requested entitlements	Land Use	Latham/ISI
81	James Shuttleworth	Schools overcrowded	Schools	ISI
81	James Shuttleworth	Inadequate parking	Traffic & Access	KHR
81	James Shuttleworth	SR-60 freeway congestion	Traffic & Access	KHR
81	James Shuttleworth	Traffic congestion	Traffic & Access	KHR
81	James Shuttleworth	Water rate increase	Water	ISI
82	Linda Woo	Traffic congestion	Traffic & Access	KHR
83	Dr. Mai Nguyen-Tu	Recreation & Park demands	Recreation & Parks	ISI
83	Dr. Mai Nguyen-Tu	Schools overcrowded	Schools	ISI
83	Dr. Mai Nguyen-Tu	Traffic congestion	Traffic & Access	KHR
84	Mr. Tadang	Crime	Police	ISI
84	Mr. Tadang	Population increase	Population & Housing	ISI
84	Mr. Tadang	School demands	Schools	ISI
84	Mr. Tadang	Traffic	Traffic & Access	KHR
85	Dr. Victor Tadang	Aesthetics	Aesthetics	ISI
85	Dr. Victor Tadang	Open space	Recreation & Parks	ISI
86	Mrs. Carol Milsno	Density	Land Use	ISI
87	Rex & Shirley Reason	Golf course trespassing & noise	Noise	ISI
87	Rex & Shirley Reason	Crime	Police	ISI
87	Rex & Shirley Reason	Inadequate parking	Traffic & Access	KHR
87	Rex & Shirley Reason	SR-60 on- & off-ramps	Traffic & Access	KHR
87	Rex & Shirley Reason	Traffic on Fairway & Colima	Traffic & Access	KHR
87	Rex & Shirley Reason	Water availability	Water	ISI
88	Carlo & Ingrid Bernabe	Greenhouse gases	Air Quality	ISI
88	Carlo & Ingrid Bernabe	Fire hazard	Environmental Safety	ISI
88	Carlo & Ingrid Bernabe	Density	Land Use	ISI
88	Carlo & Ingrid Bernabe	Library Service	Library Services	ISI
88	Carlo & Ingrid Bernabe	Post office/service	Misc.	ISI
88	Carlo & Ingrid Bernabe	Property Values	Misc.	ISI
88	Carlo & Ingrid Bernabe	Noise	Noise	ISI
88	Carlo & Ingrid Bernabe	Crime	Police	ISI
88	Carlo & Ingrid Bernabe	Recreation & Park availability	Recreation & Parks	ISI
88	Carlo & Ingrid Bernabe	Schools overcrowded	Schools	ISI

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
88	Carlo & Ingrid Bernabe	Solid Waste disposal	Solid Waste Service	ISI
88	Carlo & Ingrid Bernabe	Inadequate parking	Traffic & Access	KHR
88	Carlo & Ingrid Bernabe	SR-60 on- & off-ramps	Traffic & Access	KHR
88	Carlo & Ingrid Bernabe	Traffic impacts	Traffic & Access	KHR
88	Carlo & Ingrid Bernabe	Weekend Trips	Traffic & Access	KHR
88	Carlo & Ingrid Bernabe	Water availability	Water	ISI
89	Bernice & Peggy Bohr	Land use mix	Land Use	ISI
89	Bernice & Peggy Bohr	Requested entitlements	Land Use	Latham/ISI
89	Bernice & Peggy Bohr	Traffic impacts	Traffic & Access	KHR
90	Alfonso Peralta	Property Values	Misc.	ISI
90	Alfonso Peralta	Crime	Police	ISI
90	Alfonso Peralta	Traffic impacts	Traffic & Access	KHR
91	Ky To	Property Values	Misc.	ISI
91	Ky To	Crime	Police	ISI
91	Ky To	Parks needed to serve	Recreation & Parks	ISI
91	Ky To	Schools needed to serve	Schools	ISI
91	Ky To	Traffic impacts	Traffic & Access	KHR
92	Ta Tsun Lin	Signal at Bickford	Traffic & Access	KHR
92	Ta Tsun Lin	Traffic impacts	Traffic & Access	KHR
93	Ligia D-Selim	Property Values	Misc.	ISI
93	Ligia D-Selim	Crime	Police	ISI
93	Ligia D-Selim	Traffic congestion	Traffic & Access	KHR
94	N. Ching	Property Values	Misc.	ISI
94	N. Ching	Crime	Police	ISI
94	N. Ching	School impacts	Schools	ISI
95	Fran Blckschleger	General opposition	Misc.	ISI
96	Robert Bradshaw	Air Quality	Air Quality	ISI
96	Robert Bradshaw	Crime	Police	ISI
96	Robert Bradshaw	Traffic	Traffic & Access	KHR
96	Robert Bradshaw	Transit	Traffic & Access	KHR
97	Teri Felker	Crime	Police	ISI
97	Teri Felker	Emergency service provisions	Public Services	ISI
97	Teri Felker	Traffic	Traffic & Access	KHR
97	Teri Felker	Aging infrastructure	Utilities	ISI
98	Lindo Koo Tafor	Loss of school & Church	Schools	ISI
98	Lindo Koo Tafor	Traffic on Brea Canyon Cutoff & Colima	Traffic & Access	KHR
99	Justino Reyes, Sr.	Requested entitlements	Land Use	Latham/ISI
99	Justino Reyes, Sr.	Crime	Police	ISI
99	Justino Reyes, Sr.	Traffic	Traffic & Access	KHR
100	Vicky Flowers	Crime	Police	ISI
100	Vicky Flowers	Loss of school & Church	Schools	ISI

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
100	Vicky Flowers	Traffic	Traffic & Access	KHR
101	Mei-Yun Lee	Density	Land Use	ISI
101	Mei-Yun Lee	Property Values	Misc.	ISI
101	Mei-Yun Lee	Safety & crime	Police	ISI
101	Mei-Yun Lee	Traffic	Traffic & Access	KHR
102	Linda Tsu Wong	Building height	Aesthetics	ISI
102	Linda Tsu Wong	View obstruction	Aesthetics	ISI
102	Linda Tsu Wong	Community character & density	Land Use	ISI
102	Linda Tsu Wong	General Plan inconsistency	land Use	ISI
102	Linda Tsu Wong	Property Values	Misc.	ISI
102	Linda Tsu Wong	Crime	Police	ISI
102	Linda Tsu Wong	Traffic	Traffic & Access	KHR
102	Linda Tsu Wong	Water availability	Water	ISI
103	Theresa Agoprian	Loss of school	Schools	ISI
103	Theresa Agoprian	Parking	Traffic & Access	KHR
103	Theresa Agoprian	Traffic	Traffic & Access	KHR
104	Barbara Tarr	Community character & density	Land Use	ISI
104	Barbara Tarr	Crime	Police	ISI
104	Barbara Tarr	Open space	Recreation & Parks	ISI
104	Barbara Tarr	Parking	Traffic & Access	KHR
104	Barbara Tarr	Traffic	Traffic & Access	KHR
105	Stacey M. Sanchez	Aesthetics	Aesthetics	ISI
105	Stacey M. Sanchez	View obstruction	Aesthetics	ISI
105	Stacey M. Sanchez	CHP "hot-spot"	Police	ISI
105	Stacey M. Sanchez	Traffic	Traffic & Access	KHR
106	Edwin Agopian	General opposition	Misc.	ISI
107	Ing-Ya Yao	Density	Land Use	ISI
107	Ing-Ya Yao	Property Values	Misc.	ISI
107	Ing-Ya Yao	Safety & crime	Police	ISI
107	Ing-Ya Yao	Traffic	Traffic & Access	KHR
108	Mitchell Peralta	Traffic noise	Noise	ISI
108	Mitchell Peralta	Neighborhood cut-through traffic	Traffic & Access	KHR
108	Mitchell Peralta	Traffic	Traffic & Access	KHR
109	Neh Peralta	Crime	Police	ISI
109	Neh Peralta	School overcrowding	Schools	ISI
109	Neh Peralta	Inadequate parking	Traffic & Access	KHR
109	Neh Peralta	Street Parking	Traffic & Access	KHR
109	Neh Peralta	Traffic impacts	Traffic & Access	KHR
110	Sally Fentex	Section 8 Housing	Misc.	ISI
111	Sean Peralta	School overcrowding	Schools	ISI
111	Sean Peralta	Traffic congestion	Traffic & Access	KHR

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
112	V. Apihunpun Yakit	Oak trees	Biota	ISI
112	V. Apihunpun Yakit	Requested entitlements	Land Use	Latham/ISI
112	V. Apihunpun Yakit	Noise	Noise	ISI
112	V. Apihunpun Yakit	Traffic congestion	Traffic & Access	KHR
113	Chung Pak	Quality of Life	Misc.	ISI
113	Chung Pak	Crime	Police	ISI
113	Chung Pak	Traffic congestion	Traffic & Access	KHR
114	Victoria Chang	General opposition	Misc.	ISI
115	Tersa Petrillo	Precedent Setting	Land Use	ISI
115	Tersa Petrillo	Property Values	Misc.	ISI
115	Tersa Petrillo	Crime	Police	ISI
115	Tersa Petrillo	Traffic	Traffic & Access	KHR
116	R.A. deBaran	Community character, density, & heights	Land Use	ISI
116	R.A. deBaran	Precedent Setting	Land Use	ISI
116	R.A. deBaran	Requested entitlements	Land Use	Latham/ISI
117	Pashang Salelm	General opposition	Misc.	ISI
118	Sarah Chennault	Density	Land Use	ISI
118	Sarah Chennault	Traffic congestion	Traffic & Access	KHR
119	E. L. Griffith	Loss of school & Church	Schools	ISI
119	E. L. Griffith	Traffic congestion	Traffic & Access	KHR
120	Sam Chang	Property Values	Misc.	ISI
120	Sam Chang	Loss of school & Church	Schools	ISI
120	Sam Chang	Traffic congestion	Traffic & Access	KHR
121	Unknown	Aesthetics	Aesthetics	ISI
121	Unknown	Density	Land Use	ISI
121	Unknown	Land use incompatibility	Land Use	ISI
121	Unknown	Requested entitlements	Land Use	Latham/ISI
121	Unknown	Property Values	Misc.	ISI
121	Unknown	Crime rate increase	Police	ISI
121	Unknown	Population increase	Population & Housing	ISI
121	Unknown	Public service demands	Public Services	ISI
121	Unknown	Loss of open space	Recreation & Parks	ISI
121	Unknown	Loss of school	Schools	ISI
121	Unknown	Loss of school & Church	Schools	ISI
121	Unknown	Traffic	Traffic & Access	KHR
122	Allen & Isabel Swartz	Air Quality	Air Quality	ISI
122	Allen & Isabel Swartz	Property Values	Misc.	ISI
122	Allen & Isabel Swartz	Crime rate increase	Police	ISI
122	Allen & Isabel Swartz	Schools overcrowded	Schools	ISI
122	Allen & Isabel Swartz	Emergency services stuck in increased traffic	Traffic & Access	KHR
122	Allen & Isabel Swartz	Street Parking	Traffic & Access	KHR

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
122	Allen & Isabel Swartz	Traffic	Traffic & Access	KHR
122	Allen & Isabel Swartz	Utility usage	Utilities	ISI
123	Joe Chaun-Chen Cheng	Library Service inadequate	Library Services	ISI
123	Joe Chaun-Chen Cheng	Schools overcrowded	Schools	ISI
123	Joe Chaun-Chen Cheng	Traffic	Traffic & Access	KHR
124	David M. Malkin	Wildlife	Biota	ISI
124	David M. Malkin	Medical & emergency services	Fire	ISI
124	David M. Malkin	Public safety	Police	ISI
124	David M. Malkin	Public service demands	Public Services	ISI
124	David M. Malkin	Traffic	Traffic & Access	KHR
124	David M. Malkin	Weekend Trips	Traffic & Access	KHR
124	David M. Malkin	Water usage & rate increase	Water	ISI
125	James Howland	Property Values	Misc.	ISI
125	James Howland	Crime rate increase	Police	ISI
125	James Howland	Traffic	Traffic & Access	KHR
126	Anna Choi	Density	Land Use	ISI
126	Anna Choi	Loss of school	Schools	ISI
126	Anna Choi	Traffic	Traffic & Access	KHR
126	Anna Choi	Use of resources	Utilities	ISI
127	Ron Kalpahoff	Property Values	Misc.	ISI
127	Ron Kalpahoff	Shopping elsewhere due to congestion	Traffic & Access	KHR
127	Ron Kalpahoff	Traffic	Traffic & Access	KHR
128	Connie Hsieh	Air Quality	Air Quality	ISI
128	Connie Hsieh	Crime rate increase	Police	ISI
128	Connie Hsieh	Loss of school	Schools	ISI
128	Connie Hsieh	Traffic	Traffic & Access	KHR
129	Unknown	Requested entitlements	Land Use	Latham/ISI
129	Unknown	Street Parking	Traffic & Access	KHR
129	Unknown	Traffic	Traffic & Access	KHR
129	Unknown	Water rate increase & moving up a tier	Water	ISI
130	Teri Malkin	Loss of Oak Trees	Biota	ISI
130	Teri Malkin	Geotechnical Hazards	Geotechnical	Geo Consultant
130	Teri Malkin	Building height is incompatible	Land Use	ISI
130	Teri Malkin	Requested entitlements	Land Use	Latham/ISI
130	Teri Malkin	Library Service	Library Services	ISI
130	Teri Malkin	Post office/service	Misc.	ISI
130	Teri Malkin	Public safety	Police	ISI
130	Teri Malkin	Schools	Schools	ISI
130	Teri Malkin	Parking	Traffic & Access	KHR
130	Teri Malkin	Traffic	Traffic & Access	KHR
130	Teri Malkin	Water	Water	ISI

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
131	Alberto, Susan E., Rosalinda, Susan R., Sylvia, & Marisela Vazquez	Density	Land Use	ISI
131	Alberto, Susan E., Rosalinda, Susan R., Sylvia, & Marisela Vazquez	Requested entitlements	Land Use	Latham/ISI
131	Alberto, Susan E., Rosalinda, Susan R., Sylvia, & Marisela Vazquez	Crime	Police	ISI
131	Alberto, Susan E., Rosalinda, Susan R., Sylvia, & Marisela Vazquez	Traffic increase	Traffic & Access	KHR
131	Alberto, Susan E., Rosalinda, Susan R., Sylvia, & Marisela Vazquez	Water usage	Water	ISI
132	Carlo & Ingrid Bernabe	Visual impact	Aesthetics	ISI
132	Carlo & Ingrid Bernabe	Air Quality	Air Quality	ISI
132	Carlo & Ingrid Bernabe	Cumulative impacts in Walnut, City of Industry, & Diamond Bar	Cumulative Impacts	ISI
132	Carlo & Ingrid Bernabe	Fire hazard	Environmental Safety	ISI
132	Carlo & Ingrid Bernabe	Geotechnical Hazards	Geotechnical	Geo Consultant
132	Carlo & Ingrid Bernabe	Density	Land Use	ISI
132	Carlo & Ingrid Bernabe	Crime	Police	ISI
132	Carlo & Ingrid Bernabe	Crime rate increase	Police	ISI
132	Carlo & Ingrid Bernabe	Police protection	Police	ISI
132	Carlo & Ingrid Bernabe	Inadequate public services	Public Services	ISI
132	Carlo & Ingrid Bernabe	Loss of greenery & open space	Recreation & Parks	ISI
132	Carlo & Ingrid Bernabe	Solid Waste	Solid Waste Service	ISI
132	Carlo & Ingrid Bernabe	Parking	Traffic & Access	KHR
132	Carlo & Ingrid Bernabe	Traffic study street suggestion	Traffic & Access	KHR
132	Carlo & Ingrid Bernabe	Weekend Trips	Traffic & Access	KHR
132	Carlo & Ingrid Bernabe	Water availability & use	Water	ISI
132	Carlo & Ingrid Bernabe	Water supply infrastructure	Water	ISI
133	Mr & Mrs. William Wirght	Air Quality	Air Quality	ISI
133	Mr & Mrs. William Wirght	Density	Land Use	ISI
133	Mr & Mrs. William Wirght	Loss of school	Schools	ISI
133	Mr & Mrs. William Wirght	Schools overcrowded	Schools	ISI

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
134	Robert Lewis	Community character & density	Land Use	ISI
134	Robert Lewis	Plan inconsistency	Land Use	ISI
134	Robert Lewis	Requested entitlements	Land Use	Latham/ISI
134	Robert Lewis	Street Parking due to inadequate on-site parking	Traffic & Access	KHR
134	Robert Lewis	Required mitigation should be identified	Utilities	ISI
134	Robert Lewis	Water availability & impact to fees	Water	ISI
135	Efred Salazar	Air Quality	Air Quality	ISI
135	Efred Salazar	Density	Land Use	ISI
135	Efred Salazar	Requested entitlements	Land Use	Latham/ISI
135	Efred Salazar	Crime	Police	ISI
135	Efred Salazar	Population increase	Population & Housing	ISI
135	Efred Salazar	Gas usage	Power Service	ISI
135	Efred Salazar	Traffic	Traffic & Access	KHR
135	Efred Salazar	Infrastructure demands	Utilities	ISI
135	Efred Salazar	Water usage	Water	ISI
136	Wimol Chantamspe	Alternative looking at parkland on site	Alternatives/Parks & Recreation	ISI
137	Unknown	Signal at Bickford & Brea Canyon Cutoff	Traffic & Access	KHR
137	Unknown	Traffic	Traffic & Access	KHR
138	Maria Salazar	Crime	Police	ISI
138	Maria Salazar	Population increase	Population & Housing	ISI
138	Maria Salazar	Traffic	Traffic & Access	KHR
139	Robert Huang	General opposition	Misc.	ISI
140	Unknown	Open space	Recreation & Parks	ISI
140	Unknown	Need for crossing guards	Traffic & Access	KHR
140	Unknown	Traffic	Traffic & Access	KHR
141	Soun Chanjamsri	Property Values	Misc.	ISI
141	Soun Chanjamsri	County park site?	Recreation & Parks	ISI
141	Soun Chanjamsri	Schools overcrowded	Schools	ISI
141	Soun Chanjamsri	Traffic	Traffic & Access	KHR
142	Josephine Armgon	Property Values	Misc.	ISI
142	Josephine Armgon	Crime	Police	ISI
142	Josephine Armgon	Loss of school	Schools	ISI
142	Josephine Armgon	Traffic	Traffic & Access	KHR
143	Gloria Bricero	General opposition	Misc.	ISI
144	Wimol Chantamspe	Schools overcrowded	Schools	ISI
144	Wimol Chantamspe	Traffic	Traffic & Access	KHR
145	Feng Jui Kao	SR-60 freeway congestion	Traffic & Access	KHR
145	Feng Jui Kao	Traffic	Traffic & Access	KHR
146	Janette Sterling	Crime	Police	ISI
146	Janette Sterling	Loss of school	Schools	ISI

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
146	Janette Sterling	Traffic	Traffic & Access	KHR
147	James C. Wang	Traffic	Traffic & Access	KHR
148	Lui Yemz	Schools overcrowded	Schools	ISI
148	Lui Yemz	Traffic	Traffic & Access	KHR
149	Juanita Roman	Density	Land Use	ISI
149	Juanita Roman	Loss of school	Schools	ISI
149	Juanita Roman	Traffic	Traffic & Access	KHR
150	John Bellan	Loss of Oak Trees	Biota	ISI
150	John Bellan	Land use incompatibility	Land Use	ISI
150	John Bellan	Request notification	Noticing	ISI/DRP
150	John Bellan	Open space to population ratio	Recreation & Parks	ISI
150	John Bellan	Loss of school & farmers market	Schools	ISI
150	John Bellan	Water availability & use	Water	ISI
151	Tony & Cynthia Lai	Community character aesthetics	Aesthetics	ISI
151	Tony & Cynthia Lai	Air Quality	Air Quality	ISI
151	Tony & Cynthia Lai	Property Values	Misc.	ISI
151	Tony & Cynthia Lai	Noise	Noise	ISI
151	Tony & Cynthia Lai	Inadequate parking	Traffic & Access	KHR
151	Tony & Cynthia Lai	Traffic	Traffic & Access	KHR
151	Tony & Cynthia Lai	Utility usage	Utilities	ISI
152	Jackie Rosheim	Scale & density	Land Use	ISI
152	Jackie Rosheim	School overcrowding	Schools	ISI
152	Jackie Rosheim	Traffic	Traffic & Access	KHR
153	Mary Ethelwyn Sanchez	General opposition	Misc.	ISI
154	Marilyn Hewlett	Air Quality	Air Quality	ISI
154	Marilyn Hewlett	Demographics	Misc.	ISI
154	Marilyn Hewlett	Police protection service & crime	Police	ISI
154	Marilyn Hewlett	Parkland	Recreation & Parks	ISI
154	Marilyn Hewlett	Traffic	Traffic & Access	KHR
155	Christina Kim	Air Quality	Air Quality	ISI
155	Christina Kim	Property Values	Misc.	ISI
155	Christina Kim	Noise	Noise	ISI
155	Christina Kim	Crime	Police	ISI
155	Christina Kim	Loss of school & students absorbed into local schools	Schools	ISI
155	Christina Kim	Schools overcrowded	Schools	ISI
155	Christina Kim	Traffic	Traffic & Access	KHR
156	Anne Sanchez	Existing apartment stock & vacancy rate	Misc.	ISI
156	Anne Sanchez	Guest parking & street parking	Traffic & Access	KHR
156	Anne Sanchez	Traffic congestion	Traffic & Access	KHR
157	Verlynn Gojit	Traffic congestion	Traffic & Access	KHR
158	Jean M. Steele	Loss of Oak Trees	Biota	ISI

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
158	Jean M. Steele	Requested entitlements	Land Use	Latham/ISI
158	Jean M. Steele	Loss of farmers market	Misc.	ISI
158	Jean M. Steele	Noise	Noise	ISI
158	Jean M. Steele	Public access	Recreation & Parks	ISI
158	Jean M. Steele	Traffic impact study	Traffic & Access	KHR
158	Jean M. Steele	Sewer usage	Wastewater Service	ISI
158	Jean M. Steele	Water usage	Water	ISI
159	Mike S. Fang	Air pollution	Air Quality	ISI
159	Mike S. Fang	Crime	Police	ISI
159	Mike S. Fang	Traffic	Traffic & Access	KHR
160	David J. Martinez	Aesthetic change	Aesthetics	ISI
160	David J. Martinez	Inadequate parking	Traffic & Access	KHR
160	David J. Martinez	Traffic	Traffic & Access	KHR
161	Kathleen Stapleton	Incompatible use & density	Land Use	ISI
161	Kathleen Stapleton	Traffic	Traffic & Access	KHR
161	Kathleen Stapleton	Water supply, availability, and use	Water	ISI
162	Charles Starkey	Traffic congestion	Traffic & Access	KHR
163	Sue Richardson	General opposition	Misc.	ISI
164	Robert W. L. Richardson	General opposition	Misc.	ISI
165	Henry Woo	Inadequate parking	Traffic & Access	KHR
165	Henry Woo	Overflow street parking	Traffic & Access	KHR
166	Mr & Mrs Robert G. Donley	Scale & density	Land Use	ISI
166	Mr & Mrs Robert G. Donley	Population increase	Population & Housing	ISI
166	Mr & Mrs Robert G. Donley	Traffic congestion	Traffic & Access	KHR
167	Lily Tandjung	Aesthetics	Aesthetics	ISI
167	Lily Tandjung	Requested entitlements	Land Use	Latham/ISI
167	Lily Tandjung	Post office/service	Misc.	ISI
167	Lily Tandjung	Project need	Misc.	ISI
167	Lily Tandjung	Public service demands	Public Services	ISI
167	Lily Tandjung	Adequate parking on site	Traffic & Access	KHR
167	Lily Tandjung	Parking availability in commercial centers	Traffic & Access	KHR
167	Lily Tandjung	Traffic impacts on weekdays & weekends	Traffic & Access	KHR
168	Clyde & Diane Taylor	Traffic	Traffic & Access	KHR
169	Anita Luna	Crime & golf course trespassing	Police	ISI
169	Anita Luna	Inadequate parking	Traffic & Access	KHR
169	Anita Luna	Traffic	Traffic & Access	KHR
169	Anita Luna	Water availability	Water	ISI

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
170	David, Virginia, Caleb, Ju-Ken, Chin-Pi Yu	Air Quality	Air Quality	ISI
170	David, Virginia, Caleb, Ju-Ken, Chin-Pi Yu	Noise	Noise	ISI
170	David, Virginia, Caleb, Ju-Ken, Chin-Pi Yu	Community safety	Police	ISI
170	David, Virginia, Caleb, Ju-Ken, Chin-Pi Yu	Traffic	Traffic & Access	KHR
171	Helen Jesie	Crime & golf course trespassing	Police	ISI
171	Helen Jesie	Inadequate parking	Traffic & Access	KHR
171	Helen Jesie	Traffic	Traffic & Access	KHR
171	Helen Jesie	Water availability	Water	ISI
172	Barolo Louise Hernandez	Solid Waste	Solid Waste Service	ISI
172	Barolo Louise Hernandez	Traffic	Traffic & Access	KHR
172	Barolo Louise Hernandez	Sewer demand	Wastewater Service	ISI
172	Barolo Louise Hernandez	Water usage	Water	ISI
173	Margarit Salas	Police protection service & crime	Police	ISI
173	Margarit Salas	Schools overcrowded	Schools	ISI
173	Margarit Salas	Traffic during school drop-off & pick-up hours	Traffic & Access	KHR
173	Margarit Salas	Traffic study	Traffic & Access	KHR
174	Alfred K. Chan, Emily Wu, Wesley Wu, Hannah Lin, Danny Wu, Lily Cheng, Joe Chan-choa, Alex Cheng, Albert Cheng, Penny Lin, Ryan Lin, Al Seropian	Air Quality	Air Quality	ISI
174	Alfred K. Chan, Emily Wu, Wesley Wu, Hannah Lin, Danny Wu, Lily Cheng, Joe Chan-choa, Alex Cheng, Albert Cheng, Penny Lin, Ryan Lin, Al Seropian	Community character & density	Land Use	ISI
174	Alfred K. Chan, Emily Wu, Wesley Wu, Hannah Lin, Danny Wu, Lily Cheng, Joe Chan-choa, Alex Cheng, Albert Cheng, Penny Lin, Ryan Lin, Al Seropian	Loss of farmers market	Misc.	ISI

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
174	Alfred K. Chan, Emily Wu, Wesley Wu, Hannah Lin, Danny Wu, Lily Cheng, Joe Chan-choa, Alex Cheng, Albert Cheng, Penny Lin, Ryan Lin, Al Seropian	Fire & Police protection service	Public Service	ISI
174	Alfred K. Chan, Emily Wu, Wesley Wu, Hannah Lin, Danny Wu, Lily Cheng, Joe Chan-choa, Alex Cheng, Albert Cheng, Penny Lin, Ryan Lin, Al Seropian	Loss of school	Schools	ISI
174	Alfred K. Chan, Emily Wu, Wesley Wu, Hannah Lin, Danny Wu, Lily Cheng, Joe Chan-choa, Alex Cheng, Albert Cheng, Penny Lin, Ryan Lin, Al Seropian	Schools overcrowded	Schools	ISI
174	Alfred K. Chan, Emily Wu, Wesley Wu, Hannah Lin, Danny Wu, Lily Cheng, Joe Chan-choa, Alex Cheng, Albert Cheng, Penny Lin, Ryan Lin, Al Seropian	Commuter traffic	Traffic & Access	KHR
174	Alfred K. Chan, Emily Wu, Wesley Wu, Hannah Lin, Danny Wu, Lily Cheng, Joe Chan-choa, Alex Cheng, Albert Cheng, Penny Lin, Ryan Lin, Al Seropian	Construction traffic affecting schools & student safety	Traffic & Access	KHR

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
174	Alfred K. Chan, Emily Wu, Wesley Wu, Hannah Lin, Danny Wu, Lily Cheng, Joe Chan-choa, Alex Cheng, Albert Cheng, Penny Lin, Ryan Lin, Al Seropian	Safety of pedestrians & cyclists	Traffic & Access	KHR
174	Alfred K. Chan, Emily Wu, Wesley Wu, Hannah Lin, Danny Wu, Lily Cheng, Joe Chan-choa, Alex Cheng, Albert Cheng, Penny Lin, Ryan Lin, Al Seropian	Street parking	Traffic & Access	KHR
174	Alfred K. Chan, Emily Wu, Wesley Wu, Hannah Lin, Danny Wu, Lily Cheng, Joe Chan-choa, Alex Cheng, Albert Cheng, Penny Lin, Ryan Lin, Al Seropian	Traffic congestion	Traffic & Access	KHR
175	Theodore D. Wood	Flood control channel & loss of wildlife & oak	Biota	ISI
175	Theodore D. Wood	Requested entitlements	Land Use	Latham/ISI
176	Millissa Arellanes	Assisted living facility next to site	Misc.	ISI
176	Millissa Arellanes	Pedestrians/seniors safety	Traffic & Access	KHR
177	Millissa Arellanes	Assisted living facility next to site	Misc.	ISI
177	Millissa Arellanes	Pedestrians/seniors safety	Traffic & Access	KHR
178	Angela	General opposition	Misc.	ISI
179	Julio & Lisa Valladares	Property Values	Misc.	ISI
179	Julio & Lisa Valladares	Crime rate increase	Police	ISI
179	Julio & Lisa Valladares	Police services	Police	ISI
179	Julio & Lisa Valladares	Traffic	Traffic & Access	KHR
179	Julio & Lisa Valladares	Traffic congestion	Traffic & Access	KHR
180	Tony & Cynthia Lai	Community character aesthetics	Aesthetics	ISI
180	Tony & Cynthia Lai	Air Quality	Air Quality	ISI
180	Tony & Cynthia Lai	Noise	Noise	ISI
180	Tony & Cynthia Lai	Inadequate parking	Traffic & Access	KHR
180	Tony & Cynthia Lai	Traffic	Traffic & Access	KHR
180	Tony & Cynthia Lai	Utility usage	Utilities	ISI
181	Adriana Rodriguez	Traffic	Traffic & Access	KHR
182	Anne Sanchez	Existing apartment stock & vacancy rate	Misc.	ISI

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
182	Anne Sanchez	Street parking	Traffic & Access	KHR
182	Anne Sanchez	Traffic congestion	Traffic & Access	KHR
183	Verlynn Gojit	Traffic congestion	Traffic & Access	KHR
184	Ellen Yuen	Air Quality	Air Quality	ISI
184	Ellen Yuen	Public services	Public Services	ISI
184	Ellen Yuen	Parks inadequate	Recreation & Parks	ISI
184	Ellen Yuen	Freeway on- & off-ramps jammed	Traffic & Access	KHR
184	Ellen Yuen	Traffic congestion	Traffic & Access	KHR
184	Ellen Yuen	Water quality	Water	ISI
185	David Gonzales	Parking	Traffic & Access	KHR
185	David Gonzales	Traffic ingress & egress	Traffic & Access	KHR
185	David Gonzales	Water usage & rate increase	Water	ISI
186	Helen Bell	Density	Land Use	ISI
186	Helen Bell	Existing apartment stock & vacancy rate	Misc.	ISI
186	Helen Bell	Electricity use & availability	Power Service	ISI
186	Helen Bell	Traffic congestion	Traffic & Access	KHR
186	Helen Bell	Water availability & use	Water	ISI
187	Christopher Hughes	Electricity use & availability	Power Service	ISI
187	Christopher Hughes	Traffic congestion	Traffic & Access	KHR
187	Christopher Hughes	Water availability & use	Water	ISI
188	Holly Tao	Police protection service & crime	Police	ISI
188	Holly Tao	Schools overcrowded	Schools	ISI
188	Holly Tao	Traffic congestion	Traffic & Access	KHR
189	Aurord Ruiz	Height	Land Use	ISI
189	Aurord Ruiz	Schools overcrowded	Schools	ISI
189	Aurord Ruiz	Traffic	Traffic & Access	KHR
190	Stewart Chang	Air Quality	Air Quality	ISI
190	Stewart Chang	Schools overcrowded	Schools	ISI
190	Stewart Chang	Traffic congestion	Traffic & Access	KHR
191	Richard Saretsky	Traffic congestion	Traffic & Access	KHR
192	Mr. & Mrs. William J. Wright	General opposition	Misc.	ISI
193	Dr. X Wyn.Terr.	List of streets with Apartments	Misc.	ISI
194	Alexander Sanchez	Noise	Noise	ISI
194	Alexander Sanchez	Traffic	Traffic & Access	KHR
195	Mr. & Mrs. C.L. VanBlankenstein	Hillside development	Land Use	ISI
195	Mr. & Mrs. C.L. VanBlankenstein	Traffic	Traffic & Access	KHR
196	John & Carla Kruegger	Schools overcrowded	Schools	ISI
196	John & Carla Kruegger	Traffic congestion	Traffic & Access	KHR

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
196	John & Carla Kruegger	Water usage	Water	ISI
197	Brian M. Vance	Noise	Noise	ISI
197	Brian M. Vance	Traffic congestion	Traffic & Access	KHR
198	Beverly E. Wood	Alternative location	Alternatives	ISI
198	Beverly E. Wood	Loss of Oak Trees	Biota	ISI
198	Beverly E. Wood	Incompatible with community character	Land Use	ISI
198	Beverly E. Wood	Requested entitlements	Land Use	Latham/ISI
198	Beverly E. Wood	Traffic	Traffic & Access	KHR
198	Beverly E. Wood	Water	Water	ISI
199	Craeford & Bangs, LLP-E. Scott Holbrook, Jr.	Air Quality	Air Quality	ISI
199	Craeford & Bangs, LLP-E. Scott Holbrook, Jr.	Community scale compatibility	Land Use	ISI
199	Craeford & Bangs, LLP-E. Scott Holbrook, Jr.	Incompatible density	Land Use	ISI
199	Craeford & Bangs, LLP-E. Scott Holbrook, Jr.	Need for density increase	Land Use	ISI
199	Craeford & Bangs, LLP-E. Scott Holbrook, Jr.	Requested entitlements	Land Use	Latham/ISI
199	Craeford & Bangs, LLP-E. Scott Holbrook, Jr.	Spot zoning	Land Use	Latham/ISI
199	Craeford & Bangs, LLP-E. Scott Holbrook, Jr.	Objective alleviate housing shortage-does shortage exist	Misc.	ISI
199	Craeford & Bangs, LLP-E. Scott Holbrook, Jr.	Property Values	Misc.	ISI
199	Craeford & Bangs, LLP-E. Scott Holbrook, Jr.	New students plus loss of school equals more new students	Schools	ISI
199	Craeford & Bangs, LLP-E. Scott Holbrook, Jr.	Pedestrian hazards in project area	Traffic & Access	KHR
199	Craeford & Bangs, LLP-E. Scott Holbrook, Jr.	Pedestrian vs. automobile trips	Traffic & Access	KHR
199	Craeford & Bangs, LLP-E. Scott Holbrook, Jr.	Traffic	Traffic & Access	KHR
199	Craeford & Bangs, LLP-E. Scott Holbrook, Jr.	Utility usage & demands	Utilities	ISI
200	Frank & Monica Vasapolli	Traffic congestion	Traffic & Access	KHR
201	Julio & Lisa Valladares	Crime rate increase	Police	ISI
201	Julio & Lisa Valladares	Police services	Police	ISI
201	Julio & Lisa Valladares	Traffic congestion	Traffic & Access	KHR
202	Patrick Tham	Requested entitlements	Land Use	Latham/ISI

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
202	Patrick Tham	Crime	Police	ISI
202	Patrick Tham	Street parking	Traffic & Access	KHR
202	Patrick Tham	Traffic congestion	Traffic & Access	KHR
203	Rudy Rodriguez	Pedestrian safety on Colima	Traffic & Access	KHR
203	Rudy Rodriguez	Traffic congestion	Traffic & Access	KHR
204	Lynne Ebenkamp	Brea Canyon's scenic value	Aesthetics	ISI
204	Lynne Ebenkamp	Geotechnical Hazards	Geotechnical	Geo Consultant
204	Lynne Ebenkamp	Community character & density	Land Use	ISI
204	Lynne Ebenkamp	Library service	Library Services	ISI
204	Lynne Ebenkamp	Existing apartment stock & vacancy rate	Misc.	ISI
204	Lynne Ebenkamp	Post office	Misc.	ISI
204	Lynne Ebenkamp	Noise from construction	Noise	ISI
204	Lynne Ebenkamp	Traffic noise	Noise	ISI
204	Lynne Ebenkamp	Emergency Service	Public Services	ISI
204	Lynne Ebenkamp	Recreation & Park	Recreation & Parks	ISI
204	Lynne Ebenkamp	Guest parking on site	Traffic & Access	KHR
204	Lynne Ebenkamp	Public/mass transit	Traffic & Access	KHR
204	Lynne Ebenkamp	Traffic	Traffic & Access	KHR
204	Lynne Ebenkamp	Tiered fee system	Water	ISI
204	Lynne Ebenkamp	Water availability & use	Water	ISI
205	Al Sinclare	Noise	Noise	ISI
205	Al Sinclare	Crime	Police	ISI
205	Al Sinclare	Population increase	Population & Housing	ISI
205	Al Sinclare	Traffic congestion	Traffic & Access	KHR
206	Joe McNatt	Pedestrian safety	Traffic & Access	KHR
206	Joe McNatt	Traffic congestion	Traffic & Access	KHR
206	Joe McNatt	Traffic hazards	Traffic & Access	KHR
207	Leslie Ramos	Building heights & density	Land Use	ISI
207	Leslie Ramos	Post office/service	Misc.	ISI
207	Leslie Ramos	Property Values	Misc.	ISI
207	Leslie Ramos	Police protection service & crime	Police	ISI
207	Leslie Ramos	Lack of open space	Recreation & Parks	ISI
207	Leslie Ramos	Schools overcrowded	Schools	ISI
207	Leslie Ramos	Guest parking on streets	Traffic & Access	KHR
207	Leslie Ramos	Traffic congestion	Traffic & Access	KHR
207	Leslie Ramos	Weekend Trips	Traffic & Access	KHR
208	Daniel Lu	Property Values	Misc.	ISI
208	Daniel Lu	Noise	Noise	ISI
208	Daniel Lu	Population increase	Population & Housing	ISI
208	Daniel Lu	Traffic congestion	Traffic & Access	KHR
209	John & Barbara Jack	Electricity availability	Power Service	ISI

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
209	John & Barbara Jack	Traffic congestion	Traffic & Access	KHR
209	John & Barbara Jack	Water availability	Water	ISI
210	Howard & Dolores Kellog	Incompatible with community character	Land Use	ISI
210	Howard & Dolores Kellog	Land use mix	Land Use	ISI
210	Howard & Dolores Kellog	Loss of school	Schools	ISI
210	Howard & Dolores Kellog	More students into RHSD system?	Schools	ISI
210	Howard & Dolores Kellog	Schools overcrowded	Schools	ISI
211	Daryl Lance	Air Quality	Air Quality	ISI
211	Daryl Lance	Inadequate police protection & crime	Police	ISI
211	Daryl Lance	Street parking	Traffic & Access	KHR
211	Daryl Lance	Traffic congestion	Traffic & Access	KHR
212	Margaret & LeRoy Doyle	Population increase	Population & Housing	ISI
212	Margaret & LeRoy Doyle	Community services inadequate	Public Services	ISI
212	Margaret & LeRoy Doyle	Traffic congestion	Traffic & Access	KHR
212	Margaret & LeRoy Doyle	Weekend Trips	Traffic & Access	KHR
212	Margaret & LeRoy Doyle	Sewer Service	Wastewater Service	ISI
212	Margaret & LeRoy Doyle	Water availability	Water	ISI
213	Ornelas	Aesthetics & community character	Aesthetics	ISI
213	Ornelas	Building heights	Aesthetics	ISI
213	Ornelas	Air Quality	Air Quality	ISI
213	Ornelas	Community character & density	Land Use	ISI
213	Ornelas	Requested entitlements	Land Use	Latham/ISI
213	Ornelas	Spot zoning	Land Use	Latham/ISI
213	Ornelas	Post office/service	Misc.	ISI
213	Ornelas	Street maintenance	Misc.	ISI
213	Ornelas	Noise	Noise	ISI
213	Ornelas	Public services	Public Services	ISI
213	Ornelas	Parking on site	Traffic & Access	KHR
213	Ornelas	Traffic	Traffic & Access	KHR
213	Ornelas	Utilities	Utilities	ISI
213	Ornelas	Water availability	Water	ISI
214	Holly Duncan	Building heights	Land Use	ISI
214	Holly Duncan	Density	Land Use	ISI
215	Helen Bell	Community character & density	Land Use	ISI
215	Helen Bell	Traffic congestion	Traffic & Access	KHR
216	Carlo & Ingrid Bernabe	Aesthetics & community character	Aesthetics	ISI
216	Carlo & Ingrid Bernabe	Air Quality	Air Quality	ISI
216	Carlo & Ingrid Bernabe	Cumulative impacts area projects	Cumulative Impacts	ISI
216	Carlo & Ingrid Bernabe	Fire hazard	Environmental Safety	ISI
216	Carlo & Ingrid Bernabe	Library service	Library Services	ISI
216	Carlo & Ingrid Bernabe	Occupancy rates of existing rentals in Rowland Heights	Misc.	ISI

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
216	Carlo & Ingrid Bernabe	Post office/service	Misc.	ISI
216	Carlo & Ingrid Bernabe	Property Values	Misc.	ISI
216	Carlo & Ingrid Bernabe	Noise	Noise	ISI
216	Carlo & Ingrid Bernabe	Inadequate police protection & crime	Police	ISI
216	Carlo & Ingrid Bernabe	Electrical supplies	Power Service	ISI
216	Carlo & Ingrid Bernabe	Inadequate emergency service	Public Services	ISI
216	Carlo & Ingrid Bernabe	Not enough green space	Recreation & Parks	ISI
216	Carlo & Ingrid Bernabe	Recreation & Park availability	Recreation & Parks	ISI
216	Carlo & Ingrid Bernabe	Schools overcrowded	Schools	ISI
216	Carlo & Ingrid Bernabe	Solid Waste	Solid Waste Service	ISI
216	Carlo & Ingrid Bernabe	Inadequate parking for guests	Traffic & Access	KHR
216	Carlo & Ingrid Bernabe	Weekend Trips	Traffic & Access	KHR
216	Carlo & Ingrid Bernabe	Water rate increase	Water	ISI
216	Carlo & Ingrid Bernabe	Water availability	Water	ISI
217	Department of Toxic Substances Control	Identify past and present hazards on site	Hazards	ISI
217	Department of Toxic Substances Control	Mitigation if hazards are encountered	Hazards	ISI
217	Department of Toxic Substances Control	Voluntary cleanup program available	Hazards	ISI
218	Ingrid Bernabe	Shortfall of water	Water	ISI
219	County of Los Angeles Fire Department	Fire station 119 resources	Fire Protection	ISI
219	County of Los Angeles Fire Department	Fire protection services adequate; project less than significant	Fire Protection	ISI
219	County of Los Angeles Fire Department	Comply with fire code requirements	Fire Protection	ISI
219	County of Los Angeles Fire Department	Within a Very High Fire Hazard Severity Zone	Fire Protection	ISI
219	County of Los Angeles Fire Department	Fire department access addressed during building permit stage	Fire Protection	ISI
219	County of Los Angeles Fire Department	Required fire flows	Fire Protection	ISI
219	County of Los Angeles Fire Department	Fire hydrant spacing	Fire Protection	ISI
219	County of Los Angeles Fire Department	Turning radii requirements	Fire Protection	ISI
219	County of Los Angeles Fire Department	Fire lane specifications	Fire Protection	ISI
219	County of Los Angeles Fire Department	Cul-de-sac specifications	Fire Protection	ISI

NOP and Scoping Comments by Commenter

Canyon Residences Project

Letter ID	Commenter	Issues Raised	Applicable EIR Section	Team Member Responsible
219	County of Los Angeles Fire Department	Erosion control	Hydrology & Drainage	ISI
219	County of Los Angeles Fire Department	Watershed management	Hydrology & Drainage	ISI
219	County of Los Angeles Fire Department	Rare & endangered species	Biota	ISI
219	County of Los Angeles Fire Department	Vegetation	Biota	ISI
219	County of Los Angeles Fire Department	Fuel modification	Fire Protection	ISI

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

June 6, 2008

To: Reviewing Agencies

Re: Canyon Residences (R2008-00549/RENVT200800042)
SCH# 2008061035

Attached for your review and comment is the Notice of Preparation (NOP) for the Canyon Residences (R2008-00549/RENVT200800042) draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Anthony Curzi
Los Angeles County Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

RECEIVED
JUN 12 2008

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2008061035
Project Title Canyon Residences (R2008-00549/RENVT200800042)
Lead Agency Los Angeles County

Type NOP Notice of Preparation

Description Canyons Apartments LLC (Applicant) proposes the development of a multi-family residential rental community (proposed project) at 1920 Brea Canyon Cut-off Road (project site) in the Rowland Heights community of unincorporated Los Angeles County. The proposed project would consist of multiple residential buildings containing 775 high-quality for-lease residential units. The development would be composed of three different building types, including podium building units, townhomes, and wrap-around buildings. In addition to the residential units, the development would include recreational amenities that will serve all project residents.

Lead Agency Contact

Name Anthony Curzi
Agency Los Angeles County Department of Regional Planning
Phone (213) 974-6461 **Fax**
email
Address 320 West Temple Street
City Los Angeles **State** CA **Zip** 90012

Project Location

County Los Angeles
City
Region
Cross Streets Colima Road and Pathfinder Road
Lat / Long 33° 59' 7.8" N / 117° 52' 5.2" W
Parcel No. 8764001132
Township **Range** **Section** **Base**

Proximity to:

Highways SR-60, SR-57
Airports
Railways Metrolink, UP
Waterways
Schools Rowland High
Land Use School/A-1-20,000 (Light Agriculture)/Category 1 (Low Density Residential)

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Solid Waste; Traffic/Circulation; Water Quality; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; Public Utilities Commission; California Highway Patrol; Caltrans, District 7; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4

Date Received 06/06/2008 **Start of Review** 06/06/2008 **End of Review** 07/07/2008

Note: Blanks in data fields result from insufficient information provided by lead agency.

Resources Agency

- ■ **Resources Agency**
  Nadell Gayou
- ☐ **Dept. of Boating & Waterways**
  David Johnson
- ☐ **California Coastal Commission**
  Elizabeth A. Fuchs
- ☐ **Colorado River Board**
  Gerald R. Zimmerman
- ■ **Dept. of Conservation**
  Sharon Howell
- ☐ **California Energy Commission**
  Paul Richins
- ☐ **Cal Fire**
  Allen Robertson
- ■ **Office of Historic Preservation**
  Wayne Donaldson
- ■ **Dept of Parks & Recreation**
  Environmental Stewardship Section
- ☐ **Central Valley Flood Protection Board**
  Mark Herald
- ☐ **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- ■ **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou
- ☐ _____
  Conservancy

Fish and Game

- ☐ **Depart. of Fish & Game**
  Scott Flint
  Environmental Services Division
- ☐ **Fish & Game Region 1**
  Donald Koch
- ☐ **Fish & Game Region 1E**
  Laurie Harnsberger
- ☐ **Fish & Game Region 2**
  Jeff Drongesen
- ☐ **Fish & Game Region 3**
  Robert Floerke
- ☐ **Fish & Game Region 4**
  Julie Vance
- ■ **Fish & Game Region 5**
  Don Chadwick
  Habitat Conservation Program
- ☐ **Fish & Game Region 6**
  Gabrina Gatchel
  Habitat Conservation Program
- ☐ **Fish & Game Region 6 I/M**
  Gabrina Getchel
  Inyo/Mono, Habitat Conservation Program
- ☐ **Dept. of Fish & Game M**
  George Isaac
  Marine Region

Other Departments

- ☐ **Food & Agriculture**
  Steve Shaffer
  Dept. of Food and Agriculture
- ☐ **Depart. of General Services**
  Public School Construction
- ☐ **Dept. of General Services**
  Robert Sleppy
  Environmental Services Section
- ☐ **Dept. of Health Services**
  Veronica Malloy
  Dept. of Health/Drinking Water

Independent Commissions,Boards

- ☐ **Delta Protection Commission**
  Debby Eddy
- ☐ **Office of Emergency Services**
  Dennis Castrillo
- ☐ **Governor's Office of Planning & Research**
  State Clearinghouse
- ■ **Native American Heritage Comm.**
  Debbie Treadway
- ■ **Public Utilities Commission**
  Ken Lewis
- ☐ **Santa Monica Bay Restoration**
  Guangyu Wang
- ☐ **State Lands Commission**
  Jean Sarino
- ☐ **Tahoe Regional Planning Agency (TRPA)**
  Cherry Jacques

Business, Trans & Housing

- ☐ **Caltrans - Division of Aeronautics**
  Sandy Hesnard
- ☐ **Caltrans - Planning**
  Terri Pencovic
- ■ **California Highway Patrol**
  Shirley Kelly
  Office of Special Projects
- ☐ **Housing & Community Development**
  Lisa Nichols
  Housing Policy Division

Dept. of Transportation

- ☐ **Caltrans, District 1**
  Rex Jackman
- ☐ **Caltrans, District 2**
  Marcelino Gonzalez
- ☐ **Caltrans, District 3**
  Jeff Pulverman
- ☐ **Caltrans, District 4**
  Tim Sable
- ☐ **Caltrans, District 5**
  David Murray
- ☐ **Caltrans, District 6**
  Moses Stites
- ■ **Caltrans, District 7**
  Vin Kumar
- ☐ **Caltrans, District 8**
  Dan Kopulsky
- ☐ **Caltrans, District 9**
  Gayle Rosander
- ☐ **Caltrans, District 10**
  Tom Dumas
- ☐ **Caltrans, District 11**
  Jacob Armstrong
- ☐ **Caltrans, District 12**
  Bob Joseph

Cal EPA

Air Resources Board

- ☐ Airport Projects
  Jim Lemer
  - ☐ Transportation Projects
    Ravi Ramalingam
  - ☐ Industrial Projects
    Mike Tollstrup
- ☐ **California Integrated Waste Management Board**
  Sue O'Leary
- ☐ **State Water Resources Control Board**
  Regional Programs Unit
  Division of Financial Assistance
- ☐ **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- ☐ **State Water Resouces Control Board**
  Steven Herrera
  Division of Water Rights
- ■ **Dept. of Toxic Substances Control**
  CEQA Tracking Center
- ☐ **Department of Pesticide Regulation**

Regional Water Quality Control Board (RWQCB)

- ☐ **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- ☐ **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- ☐ **RWQCB 3**
  Central Coast Region (3)
- ■ **RWQCB 4**
  Teresa Rodgers
  Los Angeles Region (4)
- ☐ **RWQCB 5S**
  Central Valley Region (5)
  - ☐ **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - ☐ **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- ☐ **RWQCB 6**
  Lahontan Region (6)
  - ☐ **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- ☐ **RWQCB 7**
  Colorado River Basin Region (7)
- ☐ **RWQCB 8**
  Santa Ana Region (8)
- ☐ **RWQCB 9**
  San Diego Region (9)

☐ Other _____

_____

_____

Last Updated on 02/21/08

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

June 10, 2008

File No: 21-00.04-00

Mr. Anthony Curzi
Los Angeles County
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Dear Mr. Curzi:

Canyon Residences Project No. R2008-00549

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report and Notice of Scoping Meeting for the subject project on June 6, 2008. We offer the following comments regarding sewerage service:

1. Previous comments submitted by the Districts in correspondence dated August 28, 2007 (copy enclosed), to Ms. Lizbhet Nunez of KHR Associates, still apply to the subject project with the following updated information.

2. The San Jose Creek Water Reclamation Plant currently processes an average flow of 81.7 million gallons per day.

3. The expected average wastewater flow from the project site is 122,470 gallons per day.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin

Ruth I. Frazen

Ruth I. Frazen
Customer Service Specialist
Facilities Planning Department

RIF:rf
Enclosure
c: D. Kitt

Doc #: 1047577.1

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COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411 FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

August 28, 2007

File No: 21-00.00-00

COPY

Ms. Lizbhet Nunez
KHR Associates
4100 Newport Place Drive, Suite 200
Newport Beach, CA 92660

Dear Ms. Nunez:

Multi-Family Residential/Mixed-Use Commercial Development

This is in reply to your request for a will serve letter for the subject project, which was received by the County Sanitation Districts of Los Angeles County (Districts) on August 23, 2007. We offer the following comments regarding sewerage service:

1. A portion of the project area is outside the jurisdictional boundaries of the Districts and will require annexation into District No. 21 before sewerage service can be provided to the proposed development. For a copy of the Districts' Annexation Information and Processing Fees sheets, go to www.lacsd.org, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the annexation procedure and fees, please contact Ms. Donna Kitt at extension 2708.

2. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' Joint Outfall H Unit 7C Trunk Sewer, located in San Jose Avenue at Otterbein Avenue. This 30-inch diameter trunk sewer has a design capacity of 21.9 million gallons per day (mgd) and conveyed a peak flow of 1.4 mgd when last measured in 2005.

3. The wastewater generated by the proposed project will be treated at the San Jose Creek Water Reclamation Plant (WRP) located adjacent to the City of Industry, which has a design capacity of 100 mgd and currently processes an average flow of 85.9 mgd. Wastewater flows that exceed the capacity of the San Jose Creek WRP, and all biosolids, are diverted to and treated at the Joint Water Pollution Control Plant located in the City of Carson.

4. The expected average wastewater flow from the project site is approximately 150,000 gallons per day. For a copy of the Districts' average wastewater generation factors, go to www.lacsd.org, Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2.

5. The Districts are authorized by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the

strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate the proposed project. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Information Center, Will Serve Program, Obtain Will Serve Letter, and click on the appropriate link on page 2. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.

6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Stephen R. Maguin

COPY

Ruth I. Frazen
Engineering Technician
Facilities Planning Department

RIF:rf

cc: D. Kitt

Doc #: 836807.1

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 SO. MAIN ST.
LOS ANGELES, CA 90012
PHONE (213) 897-6536
FAX (213) 897-1337
E-Mail:NersesYerjanian@dot.ca.gov

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JUN 16 2008

Flex your power!
Be energy efficient!

Mr. Anthony Curzi
Department of Regional Planning
County of Los Angeles
320 West Temple St.
Los Angeles, CA. 90012-3225

IGR/CEQA# 080620/NY
NOP/Canyon Residences Project
LA/60/21.48

June 12, 2008

Dear Mr. Curzi:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 775 Unit town homes called Canyon Residences Project.
Based on the information received, and to assist us in our efforts to completely evaluate and assess the impacts of this project on the State transportation system, a traffic study in advance of the DEIR should be prepared to analyze the following information:

Please reference the Department's **Traffic Impact Study Guideline** on the Internet at http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to State Route 60.

2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.

3. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be

specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.

4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.

5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:

- description of transportation infrastructure improvements
- financial costs, funding sources and financing
- sequence and scheduling considerations
- implementation responsibilities, controls and monitoring

Any mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.

6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: Additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-zone travel forecast modeling might be used.

The Department as a commenting agency under CEQA has jurisdiction superceding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System. Therefore State Route(s) mentioned in item #1 and it's facilities must be analyzed per the Department's **Traffic Impact Study Guidelines.**

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

Nerses Armand Yerjanian
IGR/CEQA Project Engineer/Coordinator
Caltrans District 07
Regional Transportation Planning Office
100 S. Main St., Los Angeles, CA 90012

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 080620/NY.

Sincerely,

Nerses Armand Yerjanian
IGR/CEQA Project Engineer/Coordinator
Regional Transportation Planning

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

RECEIVED
JUN 19 2008

June 13, 2008

Mr. Anthony Curzi
County of Los Angeles
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Dear Mr. Curzi:

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the Canyon Residences Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at http://www.aqmd.gov/ceqa/handbook/LST/LST.html.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/prdas/aqguide/aqguide.html. In addition, guidance on sitting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (http://www.aqmd.gov).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Gordon Mize, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3302 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:GM:AK
LAC080606-04AK
Control Number

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
100 SO. MAIN ST.
LOS ANGELES, CA 90012
PHONE (213) 897-6536
FAX (213) 897-1337
E-Mail:NersesYerjanian@dot.ca.gov

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JUN 16 2008

Flex your power!
Be energy efficient!

Mr. Anthony Curzi
Department of Regional Planning
County of Los Angeles
320 West Temple St.
Los Angeles, CA. 90012-3225

IGR/CEQA# 080620/NY
NOP/Canyon Residences Project
LA/60/21.48

June 12, 2008

Dear Mr. Curzi:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 775 Unit town homes called Canyon Residences Project.
Based on the information received, and to assist us in our efforts to completely evaluate and assess the impacts of this project on the State transportation system, a traffic study in advance of the DEIR should be prepared to analyze the following information:

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We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

Nerses Armand Yerjanian
IGR/CEQA Project Engineer/Coordinator
Caltrans District 07
Regional Transportation Planning Office
100 S. Main St., Los Angeles, CA 90012

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 080620/NY.

Sincerely,

Nerses Armand Yerjanian
IGR/CEQA Project Engineer/Coordinator
Regional Transportation Planning

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

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Richard Dixon, Lake Forest

Community, Economic and Human Development
Jon Edney, El Centro

Energy and Environment
Debbie Cook, Huntington Beach

Transportation and Communications
Mike Ten, South Pasadena

June 20, 2008

Anthony Curzi
County of Los Angeles – Department of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012-3225
(213) 974-6461 / (213) 626-0434 (fax)
acurzi@planning.lacounty.gov

RE: **SCAG Comments on the Notice of Preparation for a Draft Environmental Impact Report for the Canyon Residences Project [Project No. R2008 – 00549] - SCAG No. I20080347**

Dear Mr. Curzi,

Thank you for submitting the **Notice of Preparation for a Draft Environmental Impact Report for the Canyon Residences Project [Project No. R2008 – 00549] - SCAG No. I20080347**, to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impacts Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082.

SCAG staff has reviewed the aforementioned NOP and has determined that the proposed project is regionally significant per the California Environmental Quality Act (CEQA) Guidelines (Section 15125(d) and 15206). The project proposes the re-development of a 15.7 acre property with 775 for-lease residential units. The proposed project would require a Zone Change, General Plan Amendment, and Oak Tree Removal Permit. CEQA requires that EIRs discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided. We expect the DEIR to specifically cite all SCAG policies and address the manner in which the project is consistent, not-consistent, or not applicable to these policies and provide supportive analysis as to why it is consistent, not-consistent, or not applicable.

Policies of SCAG's Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Compass Growth Vision (CGV) that may be applicable to your project are outlined in the attachment. The RCPG, RTP and CGV can be found on the SCAG web site at: http://scag.ca.gov/igr. For ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format (example attached).

The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. **Please provide a minimum of 45 days for SCAG to review the DEIR and associated plans when these documents are available.** If you have any questions regarding the attached comments, please contact Christine Fernandez at (213) 236-1923. Thank you.

Sincerely,

Jacob Lieb, Program Manager
Environmental Planning Division

DOCS# 146715

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CANYON RESIDENSCE PROJECT [PROJECT NO. R2008-00549] - SCAG NO. I20080347

PROJECT DESCRIPTION

The proposed project involves the redevelopment of an approximately 15.7- acre property. The existing Southlands Church and Schools structures, parking lots, and athletic field would be replaced with 775 for-lease residential units in multiple buildings, a recreational facility, parking structures containing 1,544 parking spaces, and landscaping throughout the project site. Three different types of residences are proposed: three-story townhomes, a four-story podium building, and a three- and four- story wrap-around building. The proposed project is an application for : 1) Zone Change from existing light agriculture (A-1-20,000) designation to Residential Planned Development 50 U; Conditional Use Permit; 3) General Plan Amendment to amend the existing "Low Density Residential (1)" designation; 4) Oak Tree Permit for the removal of 3 oak trees; 5) Haul Route Permit; 6) EIR cerification; 7) Grading, excavation, foundation, and associated building permits; and 8) other permits and approvals as deemed necessary.

The project site is located at 1920 Brea Canyon Cut-Off Road. The site is located in the northern portion of the unincorporated Los Angeles County community of Rowland Heights, approximately 0.75 miles south of the Pomona Freeway (SR-60).

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the draft EIR.

Regional Growth Forecasts

The DEIR should reflect the most current SCAG forecasts, which are the 2008 RTP (May 2008) Population, Household and Employment forecasts. The forecasts for your region, subregion, and cities are as follows:

Adopted SCAG Regionwide Forecasts[1]

	2010	2015	2020	2025	2030	2035
Population	19,418,344	20,465,830	21,468,948	22,395,121	23,255,377	24,057,286
Households	6,086,986	6,474,074	6,840,328	7,156,645	7,449,484	7,710,722
Employment	8,349,453	8,811,406	9,183,029	9,546,773	9,913,376	10,287,125

Adopted County of Los Angeles Forecasts[1]

	2010	2015	2020	2025	2030	2035
Population	10,615,732	10,971,598	11,329,832	11,678,549	12,015,885	12,338,619
Households	3,357,798	3,509,580	3,666,631	3,788,732	3,906,851	4,003,501
Employment	4,552,398	4,675,875	4,754,731	4,847,436	4,946,420	5,041,172

Adopted County of Los Angeles - Unincorporated Area Forecasts[1]

	2010	2015	2020	2025	2030	2035
Population	1,054,440	1,086,076	1,188,321	1,282,624	1,378,396	1,471,608

Households	287,890	294,788	325,615	357,468	391,383	417,848
Employment	297,413	299,785	320,171	336,371	346,717	358,881

1. The 2008 RTP growth forecast at the regional, county and subregional level was adopted by the Regional Council in May 2008. City totals are the sum of small area data and should be used for advisory purposes only.

3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

3.04 *Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*

3.05 *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*

3.06 *Support public education efforts regarding the costs of various alternative types of growth and development.*

3.08 *Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.*

3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

3.11 *Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.*

3.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the # of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*

3.13 *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*

3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*

3.15 *Support local jurisdictions' strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*

3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*

3.18 *Encourage planned development in locations least likely to cause adverse environmental impact.*

3.19 *Support policies and actions that preserve open space areas identified in local, state, and federal plans.*

3.20 *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*

3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*

3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*

3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management goals to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

3.24 *Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.*

3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

AIR QUALITY CHAPTER

The **Air Quality Chapter** core actions related to the proposed project include:

5.07 *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community-based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulation can be assessed.*

5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.*

OPEN SPACE AND CONSERVATION CHAPTER

The **Open Space and Conservation Chapter** goals related to the proposed project include:

- ***9.01*** *Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region.*
- ***9.02*** *Increase the accessibility to open space lands for outdoor recreation.*
- ***9.03*** *Promote self-sustaining regional recreation resources and facilities.*
- ***9.04*** *Maintain open space for adequate protection to lives and properties against natural and manmade hazards.*
- ***9.05*** *Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipments.*
- ***9.08*** *Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.*

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The **Water Quality Chapter** goals related to the proposed project include:

- ***11.02*** *Encourage "watershed management" programs and strategies, recognizing the primary role of local governments in such efforts.*
- ***11.07*** *Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*

REGIONAL TRANSPORTATION PLAN

The **2004 Regional Transportation Plan (RTP)** also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals:

- ***RTP G1*** *Maximize mobility and accessibility for all people and goods in the region.*
- ***RTP G2*** *Ensure travel safety and reliability for all people and goods in the region.*
- ***RTP G3*** *Preserve and ensure a sustainable regional transportation system.*
- ***RTP G4*** *Maximize the productivity of our transportation system.*
- ***RTP G5*** *Protect the environment, improve air quality and promote energy efficiency.*
- ***RTP G6*** *Encourage land use and growth patterns that complement our transportation investments.*
- ***RTP G7*** *Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.*

GROWTH VISIONING

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and

sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal. Please demonstrate how the proposed project does or does not support these principles. More information and maps can be found at http://www.compassblueprint.org/2percent/areas.

Principle 1: Improve mobility for all residents.

GV P1.1 *Encourage transportation investments and land use decisions that are mutually supportive.*
GV P1.2 *Locate new housing near existing jobs and new jobs near existing housing.*
GV P1.3 *Encourage transit-oriented development.*
GV P1.4 *Promote a variety of travel choices*

Principle 2: Foster livability in all communities.

GV P2.1 *Promote infill development and redevelopment to revitalize existing communities.*
GV P2.2 *Promote developments, which provide a mix of uses.*
GV P2.3 *Promote "people scaled," walkable communities.*
GV P2.4 *Support the preservation of stable, single-family neighborhoods.*

Principle 3: Enable prosperity for all people.

GV P3.1 *Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
GV P3.2 *Support educational opportunities that promote balanced growth.*
GV P3.3 *Ensure environmental justice regardless of race, ethnicity or income class.*
GV P3.4 *Support local and state fiscal policies that encourage balanced growth*
GV P3.5 *Encourage civic engagement.*

Principle 4: Promote sustainability for future generations.

GV P4.1 *Preserve rural, agricultural, recreational, and environmentally sensitive areas.*
GV P4.2 *Focus development in urban centers and existing cities.*
GV P4.3 *Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
GV P4.4 *Utilize "green" development techniques*

CONCLUSION

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

When a project is of statewide, regional, or areawide significance, transportation information generated by a required monitoring or reporting program shall be submitted to SCAG as such information becomes reasonably available, in accordance with CEQA, Public Resource Code Section 21018.7, and CEQA Guidelines Section 15097 (g).

SUGGESTED SIDE BY SIDE FORMAT - COMPARISON TABLE OF SCAG POLICIES

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggested format is as follows:

The complete table can be found at: *http://www.scag.ca.gov/igr/doc/IGR_PoliciesFillinTable.doc*

SCAG RCPG (RTP and/or CGV) Policies		
Growth Management Chapter		
Policy Number	**Policy Text**	**Statement of Consistency, Non-Consistency, or Not Applicable**
3.01	The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.02	In areas with large seasonal population fluctuations, such as resort areas, forecast permanent populations. However, appropriate infrastructure systems should be sized to serve high-season population totals.	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.03	The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
Etc.	Etc.	Etc.

STATE OF CALIFORNIA Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION
915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

RECEIVED
JUN 30 20

June 23, 2008

Mr. Anthony Curzi, Project Planner
LOS ANGELES COUNTY DEPARTMENT OF REGIONAL PLANNING
320 West Temple Street
Los Angeles, CA 90012

Re: SCH#2008061035; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for Canyon Residences Project (R2008-00549/RENVT2008000421); Rowland Heights Area; Los Angeles County, California

Dear Mr. Curzi:

The Native American Heritage Commission is the state agency designated to protect California's Native American Cultural Resources. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c (CEQA guidelines). Section 15382 of the 2007 CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

√ Contact the appropriate California Historic Resources Information Center (CHRIS) for possible 'recorded sites' in locations where the development will or might occur.. Contact information for the Information Center nearest you is available from the State Office of Historic Preservation (916/653-7278)/ http://www.ohp.parks.ca.gov. The record search will determine:

- If a part or the entire APE has been previously surveyed for cultural resources.
- If any known cultural resources have already been recorded in or adjacent to the APE.
- If the probability is low, moderate, or high that cultural resources are located in the APE.
- If a survey is required to determine whether previously unrecorded cultural resources are present.

√ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.

- The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure.
- The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.

√ Contact the Native American Heritage Commission (NAHC) for:

* A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity that may have additional cultural resource information. Please provide this office with the following citation format to assist with the Sacred Lands File search request: USGS 7.5-minute quadrangle citation with name, township, range and section: .

- The NAHC advises the use of Native American Monitors, when profession archaeologists or the equivalent are employed by project proponents, in order to ensure proper identification and care given cultural resources that may be discovered. The NAHC recommends that contact be made with Native American Contacts on the attached list to get their input on potential project impact (APE). In some cases, the existence of a Native American cultural resources may be known only to a local tribe(s).

√ Lack of surface evidence of archeological resources does not preclude their subsurface existence.

- Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
- A culturally-affiliated Native American tribe may be the only source of information about a Sacred Site/Native American cultural resource.
- Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

√ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

√ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or medical examiner can determine whether the remains are those of a Native American. . Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.

√ Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

Native American Contacts
Los Angeles County
June 23, 2008

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm. 403
Los Angeles , CA 90020
(213) 351-5324
(213) 386-3995 FAX

Gabrielino/Tongva Council / Gabrielino Tongva Nation
Sam Dunlap, Tribal Secretary
761 Terminal Street; Bldg 1, 2nd floor Gabrielino Tongva
Los Angeles , CA 90021
office @tongvatribe.net
(213) 489-5001 - Office
(909) 262-9351 - cell
(213) 489-5002 Fax

Ti'At Society
Cindi Alvitre
6515 E. Seaside Walk, #C Gabrielino
Long Beach , CA 90803
calvitre@yahoo.com
(714) 504-2468 Cell

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Tribal Chair/Cultural Resources
5450 Slauson, Ave, Suite 151 PMB Gabrielino Tongva
Culver City , CA 90230
gtongva@verizon.net
562-761-6417 - voice
562-925-7989 - fax

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
, Gabrielino Tongva
tattnlaw@gmail.com
310-570-6567

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
ChiefRBwife@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 Fax

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the propose SCH#2008061035; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for Canyon Residences Project (R2008-00549/RENVT2008000421); Rowland Heights Area; Los Angeles County, California.

JUNE 28, 2000

Public Input Form
Scoping Meeting
Canyon Residences Project

June 19, 2008

Required Approvals:

1. Environmental No. RENVT200800042
2. Oak Tree Permit No. ROAKT200800015
3. Conditional Use Permit No. RCUPT200800069
4. Area Plan Amendment No. RPAT200800004
5. Zone Change No. RZCT200800015

This form allows you to make comments on what you believe should be addressed in the Draft Environmental Impact Report. You may submit your comments at this scoping meeting or mail to:

Anthony Curzi, Regional Planning Assistant, Impact Analysis
Los Angeles County Department Of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **July 7, 2008 at 5:00 P.M.**

Comments: PLEASE SEE ATTACHED LETTER AND PHOTOS.

RECEIVED JUN 30 2008

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: JEFF CARRUTHERS

Address: 18433 SEADLER DRIVE

City/State/ZIP: ROWLAND HEIGHTS

June 28, 2008

Mr. Anthony Curzi
Regional Planning Assistant
Los Angeles County of Regional Planning
320 West Temple St.
Los Angeles, Ca. 90012

Dear Mr. Curzi,

I am contacting you to state my opposition to the proposed sale and development of the property currently occupied by Southlands Church and School located at 1920 South Brea Canyon Cut-off Road in the city of Walnut.

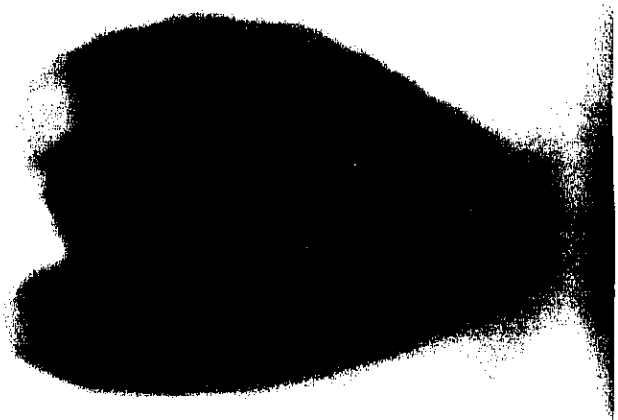
The proposed development will greatly exacerbate the traffic congestion issues that *already* exist on the streets in our community and add to the congestion and shortage of parking that *already* exists in the commercial centers in the surrounding area. I am vehemently opposed to any zoning changes that would accommodate the developer and allow them to build in a way that negatively impacts our community.

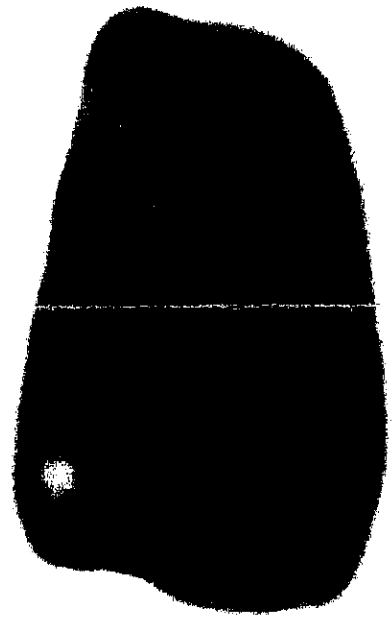
In addition to these basic concerns, I have a unique insight and awareness that only a few other people are aware of, and they only know because I chose to share it with them. I was employed as a maintenance supervisor at the Southlands School in 2003 and 2004. During that time period I was directly involved with all the building and property maintenance projects. Two of these were the ditch covering project and a portable classroom re-location. Prior to and during the course of these projects I discovered Native American artifacts on the property. (See enclosed pictures) The grinding stone was found near the stream bed of the seasonal creek that runs through the property and is now channeled through 6' concrete pipe. The amulet was found in excavation material that a backhoe removed from a trench that I had dug so we could run 4" electrical conduit from a transformer out to the portable classroom that now sits directly east of the cafeteria. This property was without a doubt an active Native American community and should be given every consideration as an archeological site. I have these artifacts in my possession and will gladly submit them (and myself) to examination to verify authenticity.

Please consider the above mentioned issues when making decisions that affect present, future and past members of our community. Thank you.

Sincerely, Jeff Carruthers

18433 Seadler Drive
Rowland Heights, Ca. 91748
626-965-9252 home
909-518-1473 cell





COUNTY OF LOS ANGELES
Public Health

JONATHAN E. FIELDING, M.D., M.P.H.
Director and Health Officer

JOHN F. SCHUNHOFF, Ph.D.
Chief Deputy

Environmental Health
ANGELO J. BELLOMO, REHS, Director

ALFONSO MEDINA, R.E.H.S.
Director of Environmental Protection Bureau

Environmental Hygiene Program
Cole Landowski, MS, CIH, REHS, Program Head
5050 Commerce Drive
Baldwin Park, CA 91706
TEL (626) 430-5440 FAX (626) 813-3025

www.lapublichealth.org

BOARD OF SUPERVISORS

Gloria Molina
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Yvonne B. Burke
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Third District

Don Knabe
Fourth District

Michael D. Antonovich
Fifth District

June 30, 2008

Mr. Anthony Curzi
Department of Regional Planning
Impact Analysis Section
320 West Temple Street
Los Angeles, CA 90012

Dear Mr. Curzi,

RE: Noise Comment on Notice of Preparation , Project # R 2008-00549, RCUP # T2008-00069, 1920 Brea Canyon Cutoff Road, Rowland Heights, CA 91748

This is to inform you that upon review of documents provided and limited site investigation of the proposed project at 1920 Brea Canyon Cutoff, Rowland Heights, CA. it appears that the noise from construction activities (i.e. grading & earth material hauling activities) and demolition activities may significantly impact the residences nearby. It is therefore suggested that an acoustical analysis be conducted of the proposed project and environmental site conditions. The analysis should be conducted by a professional noise consultant and it should include mitigation measures.

We appreciate the opportunity to be of service on this project and look forward to working with you in the future. If you have any questions, please contact Francis J. Pierce at (626) 430-5436.

Sincerely,

Cole Landowski, MS CIH
Head, Environmental Hygiene Program

RECEIVED
JUL 10 2008

County of Los Angeles Public Library
7400 East Imperial Hwy., P.O. Box 7011, Downey, CA 90241-7011
(562) 940-8461, TELEFAX (562) 803-3032

Library

MARGARET DONNELLAN TODD
COUNTY LIBRARIAN

July 3, 2008

TO: Anthony Curzi
Impact Analysis Section
Department of Regional Planning

FROM: Terri Maguire Terri Maguire
Chief Deputy County Librarian

SUBJECT: **NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT REPORT FOR CANYON RESIDENCES PROJECT PROJECT NO. R2008-00549**

This is to respond to your request for comments on the Notice of Preparation of an Environmental Impact Report (EIR) for the Canyon Residences Project.

The project site is situated within the service area of the County's Rowland Heights Library, which is located at 1850 Nogales Street, Rowland Heights, CA 91748. The size of this library is 14,863 gross sq. ft. The library's collection consists of 138,682 books and other library materials as of March 31, 2007 (latest data available).

The County Library's current service level guidelines for planning purposes are a minimum of 0.50 gross square foot of library facility space per capita and 2.75 items (books and other library materials) per capita. Based on its service area population of 50,263 (2000 U.S. Census), the Rowland Heights Library currently does not meet the facility space service level guideline in providing library services to the existing residents of its service area. This library has a shortage of a minimum of 10,269 gross sq. ft. of facility space.

The population increase that would result from the project's 775 residential units would create additional demand for library services and would adversely affect the service capacity of the Rowland Heights Library. In order to mitigate the impact of this project on library services, the applicant, or its successor in interest, will be required to pay the library facilities mitigation fee prior to the issuance of building permits. The proposed project is located in the County Library's Planning Area 4 (East San Gabriel). The mitigation fee for this area as of July 1, 2008, which is adjusted annually based on changes in the Consumer Price Index, is $788 per residential unit. Therefore, the applicant would be required to pay

a total mitigation fee of $610,700 ($788 x 775 residential units). The actual fee obligation for this project may be higher because the fee per residential unit will be that in effect at the time the building permits are issued.

Please ensure that this fee obligation is addressed in the EIR, mitigation monitoring plan and conditions of approval for this project.

In addition, please revise the language on Page 30, of the Initial Study, as follows:

Setting/Impacts d.

change "Maybe" to "Yes"

(second sentence)
.....The proposed construction.....~~could~~ would.....

Mitigation Measures/Other Considerations

Library Facilities Mitigation Fee box should be checked.

If you have any questions or require additional information regarding this matter, please contact Malou Rubio at (562) 940-8450.

TM:DF:MR:MB:dl
U:\DEVELOPER FEE\EIR\Canyon Residences Project - NOP.doc

c: David Flint, Assistant Director, Finance and Planning
Malou Rubio, Staff Services
Robert Seal, Public Services Administration

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

DEAN D. EFSTATHIOU, Acting Director

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

July 16, 2008

IN REPLY PLEASE REFER TO FILE: LD-1

TO: Anthony Curzi
Impact Analysis
Department of Regional Planning

FROM: Steve Burger
Department of Public Works
Land Development Division

NOTICE OF PREPARATION (NOP) AND INITIAL STUDY (IS)
FOR AN ENVIRONMENTAL IMPACT REPORT (EIR)
CANYON RESIDENCES
PROJECT NO. 2008-00549
CONDITIONAL USE PERMIT (CUP) NO. 200800069
1920 BREA CANYON CUT-OFF ROAD
ROWLAND HEIGHTS AREA

We reviewed the NOP/IS for the proposed project, which consists of the development of 775 multi-family residential units on an approximately 15.7-acre site, and generally agree that an EIR is required. The proposed project site is located in the northern portion of the unincorporated Los Angeles County community of Rowland Heights, approximately 0.75 mile south of the Pomona Freeway (SR-60.)

The following comments are for your consideration in preparing the EIR and relate to the environmental document only:

Geotechnical/Soils/Geology

We reviewed the subject NOP/IS and concur that an EIR is required from a geotechnical standpoint. All or a portion of the site is located within a potentially liquefiable area per the State of California Seismic Hazard Zones Map–Yorba Linda Quadrangle. All geotechnical issues discussed in the NOP/IS should be addressed in the EIR. Geotechnical reports addressing the proposed development and recommending mitigation measures for the geotechnical hazardous should be included as part of the EIR. If you have any questions regarding Geology and Soils comments above, please contact Jeremy Wan at (626) 458-4925.

Flood Hazard

To adequately assess/address the drainage and water quality concerns, a Drainage Concept/Hydrology Report and a Standard Urban Stormwater Mitigation Plan (SUSMP) should be submitted for review and approval by Public Works' Storm Drain and Hydrology Section. When approved, the results of the Drainage Concept/Hydrology Report and the SUSMP should be included as part of the EIR. If you have any questions regarding flood hazard requirements, please contact Amir Ibrahim at (626) 458-5915.

Transportation/Traffic

- We generally agree with the NOP that the proposed project has the potential to significantly impact the County and County/City roadways and intersections in the area. The EIR shall include the Traffic Impact Analysis, which is currently under review by Public Works' Traffic and Lighting Division. If you have any further questions regarding traffic comment, please contact Lindsay Sagorski of our Traffic Studies Section at (626) 300-4848.

- The NOP indicates that there is excavation for below grade/at-grade parking and construction of new building structures and related improvements. However, it does not state how much soil export and/or import will be necessary for this project. It is important to note that if there is 10,000 cubic yards or more of soil import/export as part of this project and it is to be hauled over roadways within County jurisdiction, a hauling route (which requires a separate CUP) must be clearly identified on the EIR.

Sewage Disposal

- We generally agree with the NOP/IS that the proposed project has the potential to significantly impact the County sewer system. Without a sewer area study to determine adequate capacity of the downstream sewer system, we cannot verify whether or not the project is adequately served by a public sewer system. An area study should be submitted to Public Works' Sewer and Water/Landscaping Section for review and approval. Once the study is approved, the capacity of the sewer system has been determined, and any on-site or off-site mitigation identified and added to the project description, we can more accurately comment on the impacts of the project relative to sewer. The result of the sewer area study should be included in the EIR. If you have any questions regarding sewer requirements, please contact Suk Chong at (626) 458-7150.

- The EIR should discuss the collection and disposal of the waste water that would be generated by the proposed project especially its potential impact on the available capacity of the existing local sewer lines for both peak dry and wet weather flows pursuant with Statewide General Waste Discharge Requirements, Order No. 2006-0003. The EIR should also include discussion on the impact of the proposed project on the existing local and trunk sewer facilities.

- Public Works' Consolidated Sewer Maintenance District is responsible for the operation and maintenance of the local sewers within the unincorporated Rowland Heights area. All sewer construction shall comply with Public Works sewer design standards and the Los Angeles County Sanitation District's requirements for trunk sewer system disposal facilities. If you have any question, please contact May Hong at (626) 300-3388.

Environmental Safety

1. Hazardous Waste

   The existing Hazardous Waste Management infrastructure in this County is inadequate to handle the hazardous waste currently being generated. The proposed project may generate hazardous waste and/or household hazardous waste, which could adversely impact existing Hazardous Waste Management infrastructure. This issue should be addressed and mitigation measures provided. Mitigation measures may include, but are not limited to, providing new homeowners with educational materials on the proper management and disposal of household hazardous waste. The project proponent may contact the County of Los Angeles Department of Public Works for available educational materials by calling 1(888) CLEAN LA.

2. Storage Space for Recyclables

   The California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires each development project to provide an adequate storage area for collection and removal of recyclable materials. The environmental document should include/discuss standards to provide adequate recyclable storage areas for collection/storage of recyclable and green waste materials for this project.

3. Construction and Demolition Recycling Comment

   Construction projects with a total value of over $100,000 and demolition and grading projects in the County's unincorporated areas are required to recycle or reuse

50 percent of the construction and demolition debris generated per the County's Construction and Demolition Debris Recycling and Reuse Ordinance. A Recycling and Reuse Plan must be submitted to and approved by Public Works' Environmental Programs Division before a construction, demolition, or grading permit may be issued.

4. Building and Safety Issues

   The Los Angeles County Building Code, Section 110.4, requires that buildings or structures adjacent to or within 200 feet (60.96 m) of active, abandoned, or idle oil or gas well(s) be provided with methane gas protection systems. If the project site contains or lies within 200 feet of active, abandoned, or idle oil or gas wells, this issue should be addressed and mitigation measure provided, and Public Works' Environmental Programs Division must be contacted for issuance of necessary permits.

5. Underground Storage Tanks/Industrial Waste/Stormwater Comments

   - Should any operation within the subject project include the construction, installation, modification, or removal of underground storage tanks, industrial waste treatment or disposal facilities, and/or storm water treatment facilities, Public Works' Environmental Programs Division must be contacted for required approvals and operating permits.

   - All development and redevelopment projects, which fall into one of the SUSMP project types, characteristics, or activities, must obtain SUSMP approval by the appropriate agency.

   - Food service establishments may be required to provide a grease treatment device and will be subject to review and approval by Public Works' Environmental Programs Division.

   If you have any questions regarding environmental comments above, please contact Benjamin Cortez at (626) 458-2536.

We would like the opportunity to review the project's draft EIR, including any related reports/studies, upon its completion. If you have any questions or require additional information, please contact Toan Duong at (626) 458-4945.

TD:ca
P:\ldpub\CEQA\CDM\DRP - R2008-00549 CUP200800069 Canyon Residences 1920 Brea Canyon Cut-Off_NOP.doc

Mr. Anthony Curzi
L.A. County Regional Planning
320 W. Temple Street
Los Angeles, CA 90012-3225

RE: Apartment Complex Development (Brea Cyn Cutoff & Colima)

Dear Mr. Curzi,

I am writing to express my concerns regarding the proposed development of a 775-unit apartment complex at the site of Southlands Christian School in Rowland Heights. I live at 20122 Evening Breeze Drive, Walnut, CA 91789, which is located on the Royal Vista Golf Course off of Colima and Lake Canyon Drive near the intersection where the proposed development is located. I do not want this development approved, as it would directly impact my family's daily life. For example, a signal light was installed at Lake Canyon Drive and Colima just east of Brea Canyon Cutoff/Fairway Drive due to the difficulty of making left hand turns out of our neighborhood caused by traffic congestion and golfers crossing Colima Road. The traffic flow is already congested on most of Colima Road, and I believe that adding at least 2000 people plus additional visitors to the complex would be a nightmare. Furthermore, the impact on the schools and possible increase in crime etc. is unacceptable.

Sincerely,

Alan Gomez
20122 Evening Breeze Drive
Walnut, CA 91789
(909) 896-6427

JUL 1

Mr. Anthony Curzi
County of Los Angeles Department of Regional Planning
320 West Temple Street
Room 1348, Impact Analysis Section
Los Angeles, CA 90012-6461

JUL 10 2009

Re:	Project Name	Canyon Residences
	Project Number	R2008-00549
	Case Number	RPAT200800004, RZCT200800015, RCUPT200800069 ROAKT200800015, RENVT200800042
Project Address:		1920 Brea Canyon Cut-off Road Rowland Heights, CA 91748 (was Walnut, CA 91789)

Mr. Curzi

As a resident of Rowland Heights for the last 30 years or so, I have seen many changes, including the tract that I currently reside in.

The project as presented deeply troubles me. The traffic studies were not un-biased and at best minimal. The traffic on Brea Canyon Cut-off Road, Fairway Drive, Colima Road and Pathfinder Road has increased dramatically in the last few years causing increased idle times at added traffic controls. This increase is created by the expansion of Chino Hills and other outlying areas. Adding approximately 1500 additional Vehicles on Brea Canyon Road daily would defiantly increase the traffic and the related problems that follow this increase.

The land that this project will occupy has an environmental history. Until a few years ago there was a "ditch" that has had CMP installed and covered over. This "ditch" project had almost 20 years of environmental impact studies and variances to over come before this pipeline and ground leveling could be completed. It was with an understanding to the surrounding neighborhood that this variance was allowed under a conditional use permit to allow for expansion of the Southland Christian Schools. Under these Environmental Impact Studies issues such as storm water runoff and ground water absorption were addressed and to my understanding what allowed the conditional use permits at that time was the proposed green areas and the use as school and the minimal impact that the school use would have on the existing infrastructures such as water usage and sanitation and sewage flows and treatment.

The three heritage Oak trees that are in jeopardy were such an environmental concern that their survival was an issue at the time of the ditch being backfilled, Why was it a concern then but not now?

The proposed project would strain an infrastructure system that is already strained. The sewage pipelines are aged and working at limits that were not imagined when designed and installed many years ago. The addition of many homes in the area in the last 20 years

have caused this infrastructure to be strained and with limited federal funding and state funding as well a local funding the needed upgrades to these systems unlikely in the near future.

The parking ratio in the surrounding areas is exceeded with every commercial development project and has been increasing the on street parking and the hazards that come with it. This project would increase the need for parking in the established parking areas that are already overcrowded, thus creating a need for more on street parking in an area that experiences an elevated traffic accident ratio already.

I am opposed to the variances for occupancy ratios that are included in the master plan this area. By allowing the variances the future developments that fit into the master plan would be put under unnecessary burdens.

History has shown that in this area, the rental properties such as proposed cause an increase in crime, creating another burden on an already taxed Sheriff's department. The increase in Crime causes a decrease in property values causing a decline in property taxes.

This project causes too many problems or "ripples in the pond" to be of value to the county, the neighboring families, area businesses and the social values of this area.

This property has an increased value for single family homes as it borders a county maintained golf course. This would be an acceptable, yet undesirable, use of this land.

There are some personal issues that make me opposed this development that I would like to expand on for your general information. The aforementioned "ditch" covering project was a project funded entirely by the parents of the students of Southlands Christian Schools to the tune of over a million dollars, this project was to allow for the expansion of the school with additional classrooms and field areas, not for the increase in property values to allow a few staff members of the church and school to profit form the donations of many families. Many of these families gave more than any family should have because they believed in the mission of the school not the lining of the pockets.

Thank you for this opportunity to express my concerns. I understand that they money talks and the individual home owner has a minimal voice in these type of matters but I for one am strongly opposed to this project for concerns regarding social impact, environmental issues and the impact on the infrastructure.

Richard Finke
19608 Bomar Court
Rowland Heights, CA 91748
(909) 595-4622

Public Input Form
Scoping Meeting
Canyon Residences Project

June 19, 2008

Required Approvals:

1. Environmental No. RENVT200800042
2. Oak Tree Permit No. ROAKT200800015
3. Conditional Use Permit No. RCUPT200800069
4. Area Plan Amendment No. RPAT200800004
5. Zone Change No. RZCT200800015

This form allows you to make comments on what you believe should be addressed in the Draft Environmental Impact Report. You may submit your comments at this scoping meeting or mail to:

Anthony Curzi, Regional Planning Assistant, Impact Analysis
Los Angeles County Department Of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **July 7, 2008 at 5:00 P.M.**

Comments: Proposed development should not proceed forward due to negative traffic flow and change in appearance of our community of homes. Our area does not need a zone change to the land which brings apartments which can result in more neighborhood problems and bring safety issues for our children

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You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name:

Address: Annadel Ave

City/State/ZIP: Rowland Hts CA 91748

Phillip Estes
Regional Planning Department
1390 Hall of Records, Zoning Permits II
320 W. Temple Street
Los Angeles, CA 90012
Fax 213-626-0434
PEstes@planning.lacounty.gov

RE: Canyon Residences, Rowland Heights

Dear Mr. Estes:

I know many people are concerned about the traffic in Rowland Heights, and the new traffic that any development project might create. But the truth is the traffic here in Rowland Heights is not as bad as many other places. And, of course, any new development project will need to do a traffic study that will document traffic impacts. So we will know what the facts really are.

I, for one support the Canyon Residences proposal. I don't think we have enough high quality rental housing in Rowland Heights. This means young, educated professionals that may have grown up here in Rowland Heights really have nowhere to live, and cannot come back home. This is not good for a community.

As for traffic, this new project really isn't going to create much more new traffic than what we already experience on the existing site. Let's remember it is already developed with both a school and a church. And certainly placing housing at this site would mean less traffic than yet another commercial center.

I support moving forward with this project and taking it through the public review process so we can see the facts – about traffic – and all the other impacts, and then make informed judgements about the project.

I hope you will move this project forward. Thank you.

Sincerely,

Alex Po

CC: Dickie Simmons
Field Deputy to Supervisor Knabe
1199 S. Fairway Dr., Suite 111
Rowland Heights, CA 91789
Fax: (909)594-1621 Email: DSimmons@labos.org

Phillip Estes
Regional Planning Department
1390 Hall of Records, Zoning Permits II
320 W. Temple Street
Los Angeles, CA 90012

Fax 213-626-0434
PEstes@planning.lacounty.gov

RE: Canyon Residences, Rowland Heights

Dear Mr. Estes:

As a member of the business community here in Rowland Heights, I am strongly supportive of moving forward with the Canyon Residences project. While I realize that many in the community are expressing concerns about the project, I don't believe people's opinions are based on the facts. We do need to know what impacts this project might have on the Rowland Heights community.

As a business operator, I know that bringing more customers into the community will be good for my business. I think all of the local merchants will benefit from the millions of dollars of new spending new residents will bring into the community.

An upscale housing project such as what is proposed will bring in upscale consumers, with disposable income, which will be good for the local business climate. This is not a low income housing project but one that will bring willing consumers and future customers into Rowland Heights.

I also think that such a project will improve the area generally, and represents a use for the location that is better than the current use, from both an economic and a social point of view. From a social point of view we need this kind of upscale tenant housing.

And the economic benefits are many, not just to the business community, but also broadly throughout Rowland Heights. The project will result in new state and local tax revenues from state income and sales taxes generated by residents. This, combined with new property tax revenue, will be an important source of revenue for the county, or a future city. Also residential property values for surrounding neighborhoods and property owners will increase. These are important economic benefits that we need in Rowland Heights.

I urge you to move the Canyon Residences project forward for further consideration and public review. Thank you.

Sincerely,

Ana Garcia
18609 E. Colima Rd Apt B
Rowland Heights CA 91748

CC: Dickie Simmons
Field Deputy to Supervisor Knabe
1199 S. Fairway Dr., Suite 111
Rowland Heights, CA 91789
Fax: (909)594-1621 Email: DSimmons@labos.org

July 1, 2008

Phillip Estes
Regional Planning Department
1390 Hall of Records, Zoning Permits II
320 W. Temple Street
Los Angeles, CA 90012

Dear Mr. Estes:

I am local senior resident in support of the Canyon Residences in Rowland Heights. I in favor of diversifying the current housing structure due to the changing demands in the housing market.

I am aware of many people who are looking to down size from a large home to a comfortable apartment that will have amenities on site and shopping with in a walking distance. Canyon Residences will not be just another rental project, but an upscale housing option for future residents of all ages.

The Canyon Residences will also provide boost in the local economy. It will also be beneficial for the Rowland Heights School District, through the contributions from new revenues in school fees and property taxes.

Please contact me if you have any questions.

Sincerely,

Angela Espinoza
16223 Sierra Ridge Way
Hacienda Hts., CA 91745-5544

Phillip Estes
Regional Planning Department
1390 Hall of Records, Zoning Permits II
320 W. Temple Street
Los Angeles, CA 90012

Fax 213-626-0434
PEstes@planning.lacounty.gov

RE: Canyon Residences, Rowland Heights

Dear Mr. Estes:

As a member of the business community here in Rowland Heights, I am strongly supportive of moving forward with the Canyon Residences project. While I realize that many in the community are expressing concerns about the project, I don't believe people's opinions are based on the facts. We do need to know what impacts this project might have on the Rowland Heights community.

As a business operator, I know that bringing more customers into the community will be good for my business. I think all of the local merchants will benefit from the millions of dollars of new spending new residents will bring into the community.

An upscale housing project such as what is proposed will bring in upscale consumers, with disposable income, which will be good for the local business climate. This is not a low income housing project but one that will bring willing consumers and future customers into Rowland Heights.

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And the economic benefits are many, not just to the business community, but also broadly throughout Rowland Heights. The project will result in new state and local tax revenues from state income and sales taxes generated by residents. This, combined with new property tax revenue, will be an important source of revenue for the county, or a future city. Also residential property values for surrounding neighborhoods and property owners will increase. These are important economic benefits that we need in Rowland Heights.

I urge you to move the Canyon Residences project forward for further consideration and public review. Thank you.

Sincerely,

Blanca Sotelo
2141 Spencer Ave.
Pomona, CA 91767
(909)717-0688

CC: Dickie Simmons
Field Deputy to Supervisor Knabe
1199 S. Fairway Dr., Suite 111
Rowland Heights, CA 91789
Fax: (909)594-1621 Email: DSimmons@labos.org

AG TELECOM
19818 E. Colima Road
Walnut, CA 91789

June 30, 2008

Phillip Estes
Regional Planning Department
1390 Hall of Records. Zoning Permits II
320 W. Temple Street
Los Angeles, CA 90012

Dear Mr. Phillip Estes:

My name is Jason Tan and I am a local business owner. I am in support of the Trammell Crow Canyon Residences development. I strongly feel this project will bring more revenue for our business community.

The Canyon Residences will provide an attractive landscape for the current location. Therefore, boosting residential property values for surrounding neighborhoods.

Most importantly, the Canyon Residences will contribute new revenues in school fees and property taxes that will be beneficial for the Rowland Heights School District.

If you have any questions, please feel free to contact me at (909) 595-9797.

Sincerely,

Jason Tan

CASA ALVAREZ
Fine Mexican Food
19744 E. Colima Rd.
Rowland Heights, CA 91748
(909) 594-6463

June 30, 2008

Phillip Estes
Regional Planning Department
1390 Hall of Records, Zoning Permits II
320 W. Temple Street
Los Angeles, CA 90012

Dear Mr. Phillip Estes:

My name is Javier Alvarez and I am a business owner in Rowland Heights. I am in support of the Canyon Residences will be a great development.

Also, the Canyon Residences will boost residential property values for all surrounding neighborhoods and property owners. Furthermore, Canyon Residences will contribute new revenues in school fees and property taxes that will be beneficial for the Rowland Heights School District.

On the other hand, with the rising gas prices residents will make their purchases from the local shopping centers that are with in walking distances, resulting increase of revenue for local businesses.

Sincerely,

Javier Alvarez

Phillip Estes
Regional Planning Department
1390 Hall of Records, Zoning Permits II
320 W. Temple Street
Los Angeles, CA 90012
Fax 213-626-0434
PEstes@planning.lacounty.gov

RE: Canyon Residences, Rowland Heights

Dear Mr. Estes:

I am writing to express support for Canyon Residences, and to ask that you continue to review the benefits and impacts of this project. I support Canyon Residences because I think the positive economic benefits far outweigh any negative impacts. I also think the negative impacts being mention by some community members are overstated and not based on facts.

Let look at the economic benefits this project can deliver:

Trammell Crow Residential is proposing an important housing project -- fulfilling an important economic need -- rental housing -- at a time when home ownership has become more difficult.

It seems to me that such highly desired housing, in such a high-demand housing area, will boost residential property values for all surrounding neighborhoods and property owners.

Also, local Rowland Heights businesses will benefit from millions of dollars in annual spending by the new residents, stimulating the local economy.

And the project can result in new state and local tax revenues from state income and sales taxes generated by residents. This, combined with new property tax revenue, will be an important source of revenue for the county, or a future city!

And finally, Canyon Residences will contribute new revenues in school fees and property taxes that will be beneficial for the Rowland Heights School District.

Let's make sure we consider all of these needed, positive impacts, as we look at making final decision on the Canyon Residences project. This is the kind of project we really need!!!

Sincerely,

Jon Chen
642 Sheila Ct Walnut CA 91789

CC: Dickie Simmons
Field Deputy to Supervisor Knabe
1199 S. Fairway Dr., Suite 111
Rowland Heights, CA 91789
Fax: (909)594-1621 Email: DSimmons@labos.org

Phillip Estes
Regional Planning Department
1390 Hall of Records, Zoning Permits II
320 W. Temple Street
Los Angeles, CA 90012

Fax 213-626-0434
PEstes@planning.lacounty.gov

RE: Canyon Residences, Rowland Heights

Dear Mr. Estes:

I am writing to address the proposed Canyon Residences and the traffic issue. There seems to be a lot of public misperceptions on this issue. I think the Canyon Residences will be a good thing for Rowland Heights. Of course none of us like traffic, and this project does not seem like it will significantly contribute to the growing traffic problem, despite what people seem to think.

While I am sure there will be a thorough traffic study, it certainly seems that the number of cars going in and out of this project will not be more than what we experience today with School drop-offs and pick-ups, and even Sunday Church services.

Also, I think that there might be less traffic impacts on the surrounding streets and for the adjacent neighborhood than would otherwise be the case with further commercial development on this site.

It does seem that developing a housing project on this already developed institutional site would be a lot better than more commercial development

I strongly support the new Canyon Residences Project.

Sincerely,

Jose Perez 2115 los Padres Dr.
Rowland HTS CA 91748
(626) 839 59 05

CC: Dickie Simmons
Field Deputy to Supervisor Knabe
1199 S. Fairway Dr., Suite 111
Rowland Heights, CA 91789
Fax: (909)594-1621
DSimmons@labos.org

July 1, 2008

Phillip Estes
Regional Planning Department
1390 Hall of Records, Zoning Permits II
320 W. Temple Street
Los Angeles, CA 90012

Dear Mr. Estes:

I am local senior resident in support of the Canyon Residences in Rowland Heights. I in favor of diversifying the current housing structure due to the changing demands in the housing market.

I am aware of many people who are looking to down size from a large home to a comfortable apartment that will have amenities on site and shopping with in a walking distance. Canyon Residences will not be just another rental project, but an upscale housing option for future residents of all ages.

The Canyon Residences will also provide boost in the local economy. It will also be beneficial for the Rowland Heights School District, through the contributions from new revenues in school fees and property taxes.

Please contact me if you have any questions.

Sincerely,

Laura Lemus
LAURA LEMUS
1332 Eibley Ave
Hacienda Hgts 91745

Phillip Estes
Regional Planning Department
1390 Hall of Records, Zoning Permits II
320 W. Temple Street
Los Angeles, CA 90012
Fax 213-626-0434
PEstes@planning.lacounty.gov

RE: Canyon Residences, Rowland Heights

Dear Mr. Estes:

While there has been a lot of discussion about the negative environmental impacts of the proposed Canyon Residences project, I'd like to suggest we maintain a full public review of this project to ascertain the truth of the various charges. I say this because I believe there are many positive benefits to the project, particularly in the environmental area.

First of all, providing housing instead of more commercial development I think is an environmental benefit, because people need more rental housing opportunities than there currently are.

Also, developing Canyon Residences on this existing developed site preserves open space and hillside areas. It's better than building more homes on the hillsides. And the density is a good use of space and also good use of already developed land. It really is the kind of "smart-growth", infill housing that we should be building

The kind of design features that Trammell Crow is proposing include the type of sustainable, green design principles, as well as green building construction techniques that are state of the art – far superior to what is already resident in the Rowland Heights area.

The project also provides the opportunity to deliver some important streetscape and landscape improvements that can enhance the visual environment of the neighborhood and, importantly, encourage pedestrian activity.

Building housing close to commercial centers, enabling residents to walk instead of drive, is generally a good thing environmentally. And it is probably something we will be seeing more of, given the rising cost of gasoline, too.

Please move the Canyon Residences project forward.

Sincerely,

Marta Delgado

1144 S. Charlemont Ave
Hac. Hts Ca 91745

CC: Dickie Simmons
Field Deputy to Supervisor Knabe
1199 S. Fairway Dr., Suite 111
Rowland Heights, CA 91789
Fax: (909)594-1621
Email: DSimmons@labos.org

15052 Walbrook Dr.
Hacienda Heights, CA 91745
(626) 369-5437

July 1, 2008

Phillip Estes
Regional Planning Department
1390 Hall of Records, Zoning Permits II
320 W. Temple Street
Los Angeles, CA 90012

Dear Mr. Estes:

I am local senior resident in support of the Canyon Residences in Rowland Heights. I in favor of diversifying the current housing structure due to the changing demands in the housing market.

I am aware of many people who are looking to down size from a large home to a comfortable apartment that will have amenities on site and shopping with in a walking distance. Canyon Residences will not be just another rental project, but an upscale housing option for future residents of all ages.

The Canyon Residences will also provide boost in the local economy. It will also be beneficial for the Rowland Heights School District, through the contributions from new revenues in school fees and property taxes.

Please contact me if you have any questions.

Sincerely,

Mary Magallon

Mary Magallon

Phillip Estes
Regional Planning Department
1390 Hall of Records, Zoning Permits II
320 W. Temple Street
Los Angeles, CA 90012

Fax 213-626-0434
PEstes@planning.lacounty.gov

RE: Canyon Residences, Rowland Heights

Dear Mr. Estes:

As a member of the business community here in Rowland Heights, I am strongly supportive of moving forward with the Canyon Residences project. While I realize that many in the community are expressing concerns about the project, I don't believe people's opinions are based on the facts. We do need to know what impacts this project might have on the Rowland Heights community.

As a business operator, I know that bringing more customers into the community will be good for my business. I think all of the local merchants will benefit from the millions of dollars of new spending new residents will bring into the community.

An upscale housing project such as what is proposed will bring in upscale consumers, with disposable income, which will be good for the local business climate. This is not a low income housing project but one that will bring willing consumers and future customers into Rowland Heights.

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I urge you to move the Canyon Residences project forward for further consideration and public review. Thank you.

Sincerely,

Rosalina Ascencio
326 N San Antonio #14
Ontario CA 91762

CC: Dickie Simmons
Field Deputy to Supervisor Knabe
1199 S. Fairway Dr., Suite 111
Rowland Heights, CA 91789
Fax: (909)594-1621 Email: DSimmons@labos.org

Professional Cleaners
Dry Clean & Laundry
19800 E. Colima Rd.
Walnut, CA 91789

June 27, 2008

Phillip Estes
Regional Planning Department
1390 Hall of Records, Zoning Permits II
320 W. Temple Street
Los Angeles, CA 90012

Dear Mr. Phillip Estes:

My name is Seung Hee Hong I have been a business owner in Rowland Heights. I am excited to hear of the Canyon Residences which is a great development, since it will bring more customers to the businesses in the surrounding area.

Also, the local Rowland Heights businesses will benefit from thousands of dollars in annual spending by the new residents, stimulating the local economy.

I support the Canyon Residences development and feel it will increase revenue to many local businesses.

Feel free to contact me at (909) 598-2959.

Sincerely,

Seung Hee Hong

American I-Care Optometry
19768 E. Colima Road
Rowland Heights, CA 91748
(909) 595-6877

July 1, 2008

Phillip Estes
Regional Planning Department
1390 Hall of Records, Zoning Permits II
320 W. Temple Street
Los Angeles, CA 90012

Dear Mr. Phillip Estes:

My name is Vincent Truong and I am a Rowland Heights business owner. I am in support of the Trammell Crow Canyon Residences development. I strongly feel this project will bring more revenue for our business community.

The Canyon Residences will provide an attractive landscape for the current location. Therefore, boosting residential property values for surrounding neighborhoods.

Most importantly, the Canyon Residences will contribute new revenues in school fees and property taxes that will be beneficial for the Rowland Heights School District.

Please consider this project fully and move it through the public review process.

Sincerely,

Vincent Truong

Phillip Estes
Regional Planning Department
1390 Hall of Records, Zoning Permits II
320 W. Temple Street
Los Angeles, CA 90012

Fax 213-626-0434
PEstes@planning.lacounty.gov

RE: Canyon Residences, Rowland Heights

Dear Mr. Estes:

I am writing to address the proposed Canyon Residences and the traffic issue. There seems to be a lot of public misperceptions on this issue. I think the Canyon Residences will be a good thing for Rowland Heights. Of course none of us like traffic, and this project does not seem like it will significantly contribute to the growing traffic problem, despite what people seem to think.

While I am sure there will be a thorough traffic study, it certainly seems that the number of cars going in and out of this project will not be more than what we experience today with School drop-offs and pick-ups, and even Sunday Church services.

Also, I think that there might be less traffic impacts on the surrounding streets and for the adjacent neighborhood than would otherwise be the case with further commercial development on this site.

It does seem that developing a housing project on this already developed institutional site would be a lot better than more commercial development

I strongly support the new Canyon Residences Project.

Sincerely,

1144 S. Clarkemont Ave
Hac. Hts Ca. 91745

Rosario Vieira

CC: Dickie Simmons
Field Deputy to Supervisor Knabe
1199 S. Fairway Dr., Suite 111
Rowland Heights, CA 91789
Fax: (909)594-1621
DSimmons@labos.org

Public Input Form
Scoping Meeting
Canyon Residences Project

June 19, 2008

red Approvals:

1. Environmental No. RENVT200800042
2. Oak Tree Permit No. ROAKT200800015
3. Conditional Use Permit No. RCUPT200800069
4. Area Plan Amendment No. RPAT200800004
5. Zone Change No. RZCT200800015

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Anthony Curzi, Regional Planning Assistant, Impact Analysis
Los Angeles County Department Of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

en comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted
July 7, 2008 at 5:00 P.M.

ments: NO TALL Building around My Neighbor
becaus it makes me feel people invading
my privacy and ruining the environment.

u may also indicate if you would like to receive notices for hearings on project. If you wish to have a
ce, please be sure to include your name and full address. The EIR will available at local libraries and
County offices and, for a charge, individual copies may be obtained th h a bonded blue printer.

Name:

Address:

City/State/ZIP:

1978 MAIREMONT DR
WALNUT CA 91789
JULY 8 2008

L.A COUNTY Dept of Regional Planning.
320 W. Temple ST.
Los Angeles Calif 90012-3225
ATTN ANTHONY CURZI,

Dear Sir,

Being A Concered property owner, IN The Area OF A Proposed 775 UNIT Apartment Complex Near The Intersection of Brea Canyon CUTOFF AND Colima ROAD, AT THE SITE OF Southland CHRISTIAN school IN Rowland Heights I AM WORRIED OF THE IMPACT THAT WILL HAPPEN IN MY NEICHBORHOOD MY CONCERNS HAVE TO DO WITH.

LARGE VOLUME OF ADDITIONAL TRAFFIC. PARKING, WATER USAGE, CRIME PROTECTION, AND ALL OF THE ADDITIONAL PROBLEM THAT A LARGE Development WILL BRING TO OUR RESIDENTIAL NEIGHBORHOOD.

I STRONGLY OPPOSED THIS 775 APARTMENT COMPLEX

YOURS TRULY
Frank E. Thomas
FRANK E. THOMAS

JUL - 9 2008

Mr. Anthony Curzi
LA County Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012-3225

Re; Proposed 775 Rental Units
at Colima and Brea Canyon Cut off
The Southland Christian School

To Whom it may concern

I have lived in this area since 1975. It is congested now. Seven hundred and seventy more housing units will put two thousand to three thousand more people and at least fifteen hundred more vehicles on our streets. Brea Canyon Cutoff and Fairway Drive are major shortcuts between the 60 and 57 Freeways which by pass the congested interchange. An example of the congestion – three weeks ago at 12:00 PM it took me two hours to go seven miles. Every west bound street and the 60 Freeway was at a stand still. I gave up at the end of two hours and returned home, missing my class.

Building seven hundred and seventy-five units on a congested intersection would be an injustice to the community and the citizens of Los Angeles County living in this area.

Thank you,

Jack Eades
1954 Mairemont Drive
Walnut, CA 91789
(909)595-0372

RECEIVED
JUL - 9 2009

Mr. Anthony Curzi
LA County Department of Regional Planning
320 West Temple Street
Los Angeles, Ca. 90012-3225

Re: Proposed 775 Rental Units at
Colima Road and Brea Canyon
Cutoff, the site of Southlands
Christian School.

To Whom it may concern:

Having been a resident of this area for more than thirty years, I have watched the area grow and thrive. We have reached our maximum growth. Our streets and business sites are congested now. To add seven hundred and seventy-five more residences would add to our growing congestion, crime, and traffic difficulties. This would add another two thousand to three thousand people to the area, impacting all of our local services and school population. Adding these residences to the area will put at least fifteen hundred more vehicles on our streets adding to our congestion and traffic problems. I am very concerned about the negative impact these additional residences will have on our community and the quality of our lives.

Thank you for your attention to this matter.

Sincerely yours,

Mary Lou Eades
1954 S. Mairemont Drive
Walnut, Ca. 91789

RECEIVED
JUL - 9 2008

JUL - 8 2008

L.A. County Department of Regional Planning
320 W. Temple Street
Los Angeles, Ca. 90012-3225

July 7, 2008

Attn: Anthony Curzi

Re: Proposed 775 Unit Apartment Complex

Dear Mr. Curzi;

This letter is to advise you that we are adamantly opposed to the proposed 775 unit apartment complex which is to be built at Brea Canyon Cutoff and Colima Road in Rowland Heights. (Southlands Christian School property).

Our objections are the increased traffic flow on Colima Road and Brea Canyon Cutoff/Fairway Drive, which are already overburdened with increasingly heavy traffic, including the entrance to the westbound 60 freeway and surrounding area which is becoming impossible to travel.

Another objection to this proposed development is the parking situation near this area. It is our understanding that only 1 ½ parking spaces will be required for each unit. This would appear to be an unrealistic requirement for a project which will include 1 to 3 bedroom units and include many more vehicles than parking places. This will require many vehicles to be parked on the street, creating more traffic problems, blight in the neighborhood and a decrease in the value of homes in the neighborhood.

This area is a neighborhood of single family homes and an apartment complex of this size and magnitude is extremely undesirable in this proposed location.

Concerned Homeowner,

Jeannine L Bottorff

Robert and Jeannine Bottorff
20224 Evening Breeze Drive
Walnut, Ca. 91789

CC: Don Knabe
Supervisor, Fourth District
1199 S. Fairway Drive, Suite 111
Walnut, Ca. 91789

Public Input Form
Scoping Meeting
Canyon Residences Project

June 19, 2008

Summary.
(A) New sidewalks, students will cross Brea Cyn Cutoff.
(1) Traffic study
(2) High Density / High Bldgs/underground pkg.
(3) Potential impact to security & school
(4) Noise levels increase
(5) Need area for residents/kids to have recreation in area.

Required Approvals:

1. Environmental No. RENVT200800042
2. Oak Tree Permit No. ROAKT200800015
3. Conditional Use Permit No. RCUPT200800069
4. Area Plan Amendment No. RPAT200800004
5. Zone Change No. RZCT200800015

This form allows you to make comments on what you believe should be addressed in the Draft Environmental Impact Report. You may submit your comments at this scoping meeting or mail to

Anthony Curzi, Regional Planning Assistant, Impact Analysis
Los Angeles County Department Of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

(A) Nearest schools are several blocks away (Rowland Hts) across Brea Cyn Cutoff. Sidewalks on Balan and Shelyn would need to be constructed. Crossing guards would need to be posted. Increase to off-street traffic. Safety of children crossing

Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **July 7, 2008 at 5:00 P.M.**

Comments: (1) Traffic Study – Brea Canyon Cutoff Rd. South, goes from 2 lanes to decreases to 1. Week-end Study needed. Pathfinder, Balan, Colima will be congested. Expect 2-3 cars/residence. (2) Density – 3-4 stories high – Increase of residents & changes profile of Rowland Heights. No other residental with this height. underground pkg may exacerbate ground shift of nearby residential homes. (3) Increase of crime with increase of residents, police will need to be increased, schools, (4) Noise level (5) Also, no nearby park for residents → where do they take walks, walk pets, or have the children play? No playground/park means that students will either have to rely entirely on after school programs or have activities planned. If no activities AND adults are not home, having 400-600 more students unoccupied will create issues for the City & residents. Think about the nearby activities/businesses – would kids think they are interesting? What about the golf course and the need to wall off access?

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name:

Address:

City/State/ZIP:

Getting +$1-2 M per year for the City in revenues will not even begin to cover the safety, water consumption and construction needed for our area if all of these "Luxury" apts are built.

Public Input Form
Scoping Meeting
Canyon Residences Project

June 19, 2008

Required Approvals:

1. Environmental No. RENVT200800042
2. Oak Tree Permit No. ROAKT200800015
3. Conditional Use Permit No. RCUPT200800069
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Anthony Curzi, Regional Planning Assistant, Impact Analysis
Los Angeles County Department Of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

en comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted **July 7, 2008 at 5:00 P.M.**

ents: I have lived in Rowland Heights since 1979. I have seen many changes since then, but this plan is outright Selfish. No consideration for the people like me, who like to move about the neighborhood with ease. This plan will only create a lot more traffic and congestion in this area where I shop for food. High density living essful. My quality of life will change with this plan.

indicate if you would like to receive notices for hearings on the project. If you wish to have a be sure to include your name and full address. The EIR will be available at local libraries and ces and, for a charge, individual copies may be obtained through a bonded blue printer.

ame: Lili Hidalgo

dress:

/State/ZIP:

Public Input Form
Scoping Meeting
Canyon Residences Project

June 19, 2008

Required Approvals:

1. Environmental No. RENVT200800042
2. Oak Tree Permit No. ROAKT200800015
3. Conditional Use Permit No. RCUPT200800069
4. Area Plan Amendment No. RPAT200800004
5. Zone Change No. RZCT200800015

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320 West Temple Street
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Name: Alex Agopian

Address: 19915 esguitin Esquiline

City/State/ZIP: Walnut Ca 91789

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Name: A Ruiz

Address: 2061 Dorsiana Dr.

City/State/ZIP: Walnut, Ca 91789

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Name: Eric Woolsey

Address: 20060 Esquilina Ave.

City/State/ZIP: Walnut, CA 91789

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Name: Mr. & Mrs. Howard Kellogg
Address: 19927 Esquiline Ave.
City/State/ZIP: Walnut CA 91789

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Name: Julia R. Pinie

Address: 2436 Barnum Dr.

City/State/ZIP: Walnut, Ca. 91789

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Name: MARIO & NORI MONDACA

Address: 20230 DARAN ST

City/State/ZIP: WALNUT, CA 91789

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Name: [illegible]

Address: 19967 [illegible]

City/State/ZIP: [illegible], CA 91789

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Name: Mary Ramirez

Address: 19966 Esquiline Ave

City/State/ZIP: Walnut, CA 91789

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Name: Annabelle [illegible]

Address: 2061 Dacian Dr.

City/State/ZIP: Walnut ca 91789

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Name: Shirley Halsell

Address: 20048 Esquiline Ave.

City/State/ZIP: Walnut, CA 91789

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Name: Pat & Gerald Nishine

Address: 20020 ESQUILINE

City/State/ZIP: WALNUT CA 91789

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Name: Candice Agopian

Address: 19915 Esquiline Ave.

City/State/ZIP: Walnut, Cal. 91789

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Name: MR & MRS JAMES CROMER

Address: 20010 ESQUILINE AVE

City/State/ZIP: WALNUT, CA 91789

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Name: Mary Rosera

Address: 19960 Escalina Ave.

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Comments: We need more schools, not more appartments or traffic, Especially no tall buildings.

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omments: Objection on the Canyon Residences Project due to impact in overall environment, blocking the views from nearby residents, more traffic, pollution

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Name: Anne Lin

Address: 20466 Sartell Dr.

City/State/ZIP: Walnut, CA 91789

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omments: No, The high building will have too much impact on the environment.

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B. Environmental Concerns
C. Overcrowded Classrooms.
D. Quality of Life

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Name: Tina Chen

Address: 19341 BALAN ROAD

City/State/ZIP: ROWLAND HTS, CA 91748

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Comments: No, No, No Apartments.
Single Houses → o.k.
I'll buy One Single House

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Comments: THIS PROJECT WILL EFFECT TRAFFIC TO THE EXTENT I WOULD NOT WANT TO GO NEAR THE INTERSECTION OF COLIMA ROAD & FAIRWAY DR. THE DENSITY IS WAY TO EXTREME, AND WILL PUT TO MUCH PRESSURE ON TRAFFIC. THE ZONING IN ROWLAND HEIGHTS AND PARTS OF WALNUT IS ALREADY A MESS ON MANY PARTS OF COLIMA RD. TRAFFIC ON WEEKENDS AND RUSH HOUR IS GRIDLOCK! POLUTION, OVERFLOW OF CARS ON PUBLIC STREETS, PRESSURE ON PUBLIC SCHOOLS; THESE THINGS ARE NEGATIVES TO OUR COMMUNITY.

A LITTLE COMMON SENCE! JUST SAY IT: 750 UNITS ON 15 ACRES IT'S ~~[illegible]~~ RIDICULOUS! TIRED OF BUILDERS MAKING THEIR PROFITS AND LEAVING COMMUNITIES WITH A MESS TO DEAL WITH FOR MANY YEARS TO COME.

...OT MORE ...OUR COUNTY ...NERS! PROJECT ...OT WARRANT ...IDERATION!

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Name: VICTOR M. GROSSO

Address: 26401 E CRESTLINE DR.

City/State/ZIP: WALNUT, CA 91789

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3. Conditional Use Permit No. RCUPT200800069
4. Area Plan Amendment No. RPAT200800004
5. Zone Change No. RZCT200800015

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Los Angeles County Department Of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

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Comments: I ~~thi~~ think it's not a good idea to have this construction. It will definitely affect the look and the nature of my neighborhood

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: _____

Address: _____

City/State/ZIP: _____

Public Input Form
Scoping Meeting
Canyon Residences Project

June 19, 2008

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omments: I strongly oppose the re-zoning of at the corner of Colima (Golden Springs) and Brea Canyon Cutoff. Traffic is already overloaded and our streets in need of repair. Do not allow our already overpopulated neighborhood to become even more so.

ou may also indicate if you would like to receive notices for hearings on the project. If you wish to have a ice, please be sure to include your name and full address. The EIR will be available at local libraries and County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Sally Schmidt

Address: 20911 E Christine Dr.

City/State/ZIP: Walnut CA 91789

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mments: The traffic is already very bad on Colima Rd and the Brea Canyon Cutoff. I just cannot imagine what would be the traffic situation if this project is approved. The quality of life and the value of all property will drop significantly.

may also indicate if you would like to receive notices for hearings on the project. If you wish to have a ce, please be sure to include your name and full address. The EIR will be available at local libraries and County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: John Chan

Address: 20504 SARELL DR

City/State/ZIP: WALNUT, CA 91789

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Comments: The current Zone for Christian School will/is benefit all the children in this area. The children has not to travel far for another school with longer distance. The appartments project will cause more traffic James, safety or security issues, destroying the quiet & peace environment, increase air pollution & etc.
The consideration on this project should be deeping thinking involved.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: LIU, BEN

Address: 2462 FLINTWOOD DR.

City/State/ZIP: ROWLAND HTS., CA. 91748

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omments: I don't agree this Canyon Residences Project. Due to environmental impact. Way too many resident units will bring too many resident to this area. Bring in traffic jam. Our ~~school~~ public system will not funtion right. our school will be pack. Police, Fire fighter will be not available when we need them. ~~Park w~~ Recreation Park will be pack. Road Condition will be bad -- etc. Too many Reasons to say "NO to this Canyon Residences Project"

---

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Name: Chang-Ta Lin

Address: 20466 Sartell Drive

City/State/ZIP: Walnut, CA 91789

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Comments: Brea Canyon Cut off is used extensively by local residents to get to 57 highway. A project like this will significantly make this situation worse. This ~~that the~~ project will make the situation much, much worse. That is not what the local residents like to see. Hope this is also the matters in this planning Committee.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: EVA Chan

Address: 20504 SARTELL DR

City/State/ZIP: WALNUT, CA 91789

3825 S Forecastle Ave
West Covina,
Ca 91792
Phone: 909 595 0126
Fax: 909 595 0126

[redacted]

Fax

To:	Anthony Curzi	**From:**	Diane Turner
Fax:	1 213 680 9660	**Date:**	July 7, 2008
Phone:		**Pages:**	2
Re:	Canyon Residences Project	**CC:**	

☑ **Urgent** ☐ **For Review** ☐ **Please Comment** ☐ **Please Reply** ☐ **Please Recycle**

•Comments:

In addition to the complaint against this project regarding traffic, I also believe it will bring more crime to our neighborhoods as it is we have plenty of apartment complexes why do we need more? We need better schools for Rowland Heights School District. You will over crowd the already over crowded schools as well. My grandchild lives with me and should be going to the schools in Rowland Heights School District I don't even want to send him to them. I have paid the taxes for this school district and they are so bad I haven't been able to use them.

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Comments: I believe the impact on Fairway drive and The Freeway off & on ramps will be negatively affected. Already the problems that exist with the rail road crossing & the traffic going North & South are Horrendous. We as residents have been trapped in Horrible long lines of Traffic For over 1/2 half hour and more — I prefer a school

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Diane Turner

Address: 3825 S. Forecastle Ave

City/State/ZIP: West Covina Ca 91792

Mr. Siegfried Muhlhauser
19531 Balan Rd.
Rowland Hghts, CA 91748

Rowland Heights,
July 2, 2008

Regional Planning

Dear Mr. A. Curzi

This is insane, insane. Do not change the zoning; do not change the zoning. That is ALL that it takes. Nobody moved to this area do have some guys build 4-story apartment buildings in our neighborhood. Where do those people find the audacity, the arrogance to propose a zoning change from 3.1 to +51 dwelling units, what a nerve? What do we have zoning and a general plan for? After they make their millions they leave Rowland Heights nothing but a nightmare and chaos. The next 4story apartment buildings are in downtown Los Angeles. Let them build their monstrosities in their own neighborhoods.

And do not let them switch to 3story or 2story or other multiple housing units. Just do not change the zoning. Not one of my neighbors is looking forward to this calamity.

Please do not despoil our Rowland Heights any more than it already is.

I am 70 years old, so this letter is not so much for me but for the ones who come after us.

Thank you

Paul Muhlhauser
Siegfried Muhlhauser

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Comments: Yes I like to receive notices for hearings on this project

Siegfried Muhlhauser
19531 Balan Rd.
Rowland Hts CA 91748

---

may also indicate if you would like to receive notices for hearings on the project. If you wish to have a copy, please be sure to include your name and full address. The EIR will be available at local libraries and County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Mr. Siegfried Muhlhauser

Address: 19531 Balan Rd.

City/State/ZIP: Rowland Hghts, CA 91748

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Comments: We do not want Canyon Apartment LLC to conduct the apartment/residential complex at 1920 S. Brea Canyon Cutoff Rd. because of the following reasons:
1. Safty Concern - possibility of high crime rates.
2. High density - way too crowded
3. Heavy Traffic - the increased of population
4. Bring down the value of surrounding cities/areas.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Tom Yu

Address: 2389 Annadel Ave

City/State/ZIP: Rowland Hts CA 91748

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Comments: No. Strongly disgree.
The project may serious cause toxic chemical, air pullution, bad environment to our neighborhood & community.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

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omments: Bad for environment, generate more trash & Toxic Chemicals pollute the air, create more global warming

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Name: Esther P.Y. Chiang

Address:

City/State/ZIP:

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ımments: SINCE 2000 PEOPLE WILL MOVE IN THIS AREA, I THINK CITY SHOULD PUT ONE TRAFFIC LIGHT ON BETWEEN BICKFORD DR. AND BREA CYN CUTOFF ROAD. THANK YOU!

ı may also indicate if you would like to receive notices for hearings on the project. If you wish to have a ice, please be sure to include your name and full address. The EIR will be available at local libraries and County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: HEH-NIANG JAN LIN

Address: 20410 SARTELL DR.

City/State/ZIP: WALNUT, CA. 91789-3500

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mments: I don't agree with the developement of a huge apartment complex on Fairway. The scope calls for an area that is not of the area that is going to be developed. One bedroom apts. don't belong next to $1.5M. homes. High traffic volumes along with parking doesn't seem to have been accounted for. 775 units seems to be far fetched.

ı may also indicate if you would like to receive notices for hearings on the project. If you wish to have a ce, please be sure to include your name and full address. The EIR will be available at local libraries and County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Timothy Tarr

Address: 2465 Flintwood Dr.

City/State/ZIP: Rowland Heights. CA. 91748

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Comments: The high scale of the proposed development would do irrepairable damage to Rowland Heights. The proposed amendments to the area plan and the proposed zone changes should be denied. The development if built, should conform to current regulations for Rowland Heights. To not follow current regulations would be to render them pointless. Rowland Heights is not Hollywood.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Mr. Harold Baran

Address: 2115 Annadel Ave

City/State/ZIP: Rowland Heights, CA. 91748

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Comments: This is not west Los Angeles. We want to live here is because it's less crowded. There's no apartment building higher than 2-story around here. We should keep it this way or it looses the purpose of being a suburb area. Plus, the 60 Fwy is already very crowded. We should not accommodate more residents, especially with higher building.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

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Comments: No! I personally oppose the idea. It is definitely not good for the surrounding environment.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

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Name: Randy Lo

Address: 1721 Walnut Leaf Dr.

City/State/ZIP: Walnut, CA 91789

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omments: This Community is already overbuilt & the traffic is horrible. Maybe an hour to go 1-2 miles on Colima Sometimes I Live directly across the street and will never be able to cross colima or Brea Canyon cutoff. The county has already allowed this once beautiful area to be a nightmare for traffic. Please dont let us down again.
William G

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Name: William Gass

Address: 1817 Julie Drive

City/State/ZIP: Rowland Heights, CA 91748

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Los Angeles, CA 90012

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Comments: ROWLAND HEIGHTS AREADY HAVE A LOT OF POOR PLANING BY MIXING BUSINESS AREA WITH SINGLE/MULTIPLE HOUSING UNITS. DRIVING DOWN AREAD BUSY TRAFFIC ON COLIMA, YOU WILL SEE RESIDENT HOUSING ON ONE SIDE AND BUSINESS PLAZA ACROSS THE STREET. BUSINESS SHOULD BE IN BUSINESS AREA AND RESIDENT HOUSING SHOULD BE NEXT TO EACH OTHER. ALSO, ADDING A SUPER COMPLEX HOUSING UNITS WILL CAUSE CITY VALUE TO GO DOWN, SINCE RENTERS DON'T CAR

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: LY, DUONG

Address: 1802 HOLLANDALE AVE.

City/State/ZIP: ROWLAND HEIGHTS, CA 91748

As a homeowner and taxpayer I write this letter today to give the county feedback which is important and relevant in considering building a 775 high density apartment complex in Walnut (even though they think it's Rowland Heights.) Please see county map for that location. I live in the townhome association directly behind that building site, known as Palatine. My neighbors, concerned citizens, and myself are not opposed to building on that acreage; however, we are OPPOSED to the grand scale of height of buildings and number of apartments proposed. Increasing the current allotment of 1.1-3.2 dwellings per acre to 51 dwellings per acre under this project will increase the current allowable density drastically. We can understand two-story housing—but what's the need to go higher? In that respect, we lose our views that we have of the golf course and mountains. Why can't the builders create less housing and make it with more quality. If $ is the only goal, then there is a lot lost here in translation...plus the fact that ½ the housing built still brings in revenue for the builder and county. Another concern we have is that our utilities will be increased. Going from Tier 2 (our current tier through Walnut Valley Water District) to over a Tier 3 will no doubt double our current monthly rates (and this is as we try and conserve water—Wowie!) Decreasing property values is another of our many concerns. This is due to increasing pollution, traffic, $ water, parking issues for guests, and many problems with no suggestions for solutions on this enormous project. We understand the county approving building properties, but in this case why would you agree to this HUGE proposal? Why would you agree to rental properties vs. homeowner properties of sensibly-sized homes? While the county is aware that rental apartment buildings promote the bad element of high crimes (theft, graffiti, transients, safety concerns) and there is adequate housing of that type throughout the city—we cannot understand why they would promote this development without first making positive changes to the proposal, which would benefit the community. All they need to do is speak to law enforcement officials to see that rentals are not a good option.

Leah Bush
20045 Esquline Avenue
Walnut, CA 91789

While there are numerous issues to be addressed, the two most important issues for myself and my family are (1) the fact that the properties will be rental units only—which is a huge concern as residential properties that are rented or in this case leased have been proven to bring with it a negative element: everything from increased crime rate, graffiti, vandalism, sanitation and trash disposal concerns. The entire community would be at risk for these environmental factors. As a result, I would strongly urge the Planning Commission, as well as Trammel Crowe to reconsider developing single-family type housing (homes, townhomes, etc.) for sale—where homeowners, as opposed to renters, take pride in their ownership of property and that is reflected within the community in a positive way. The second most important issue at hand for our community is making sure that we have all available resources for emergency services available in all situations. By this I mean that were able to receive emergency transportation services from 9-1-1 phone service and including but not limited to: police, fire department, ambulance, medi-transport and helicopter services, etc. throughout our community in dire situations when neighbors need them most. The reason that this issue is a major concern is because access to and from this area will be congested with traffic (more than it currently is) and any delay in medical emergency does indeed have an impact on survival rate and getting the proper medical care. As a result, I would urge the commission to reconsider building less # of residential units, in order to cut back on traffic congestion concerns and make all emergency services available to the surrounding community without halting transportation delays due to the ignorance of this issue by the planners, builders, and Trammel Crowe. Please realize the impact before building.

Karen Bush
20045 Esquiline Avenue
Walnut, CA 91789
oceanfog@earthlink.net

Mr. Anthony Curzi
County of Los Angeles Department of Regional Planning
320 W. Temple Street, Room 1348, Impact Analysis Section
Los Angeles, CA 90012-6461

8 July 2008

Dear Mr. Curzi

CANYON RESIDENCES 1920 BREA CYN CUTOFF PROJECT R2008-00549

Please find the proposed development at 1920 Brea Canyon Cutoff, Rowland Heights incompatible with the community and disapprove the applications for 1) Zone Change; 2) Conditional Use Permit; 3) Amendment to the Rowland Hts. Community Plan; and 4) Oak tree Removal Permit. I am a long-time resident of Rowland Hts.; attended the community meeting held by the developer; and have reviewed the NOP.

The proposed development has many **severe impacts** to the environment that **cannot** be mitigated by the developers, even if they wanted to, owing to it not being within their ability (e.g. traffic congestion). I have provided a list of a few of these major severe impacts below.

Further, their plans violate the Rowland Heights Community Plan too. What good is a community plan if it is not followed? A plan is useless if it is continually changed to meet the requests of developers who have no long-term interest in the community when their projects are completed. The purpose of the plan is to provide orderly development, that considers the needs of the community. Given, plans need to be revised and updated as time goes on, however, the proposed zoning change is extreme and not in keeping with the character of the community as a semi-rural area, consisting of surrounding large properties suitable for keeping livestock and agricultural use. The proposed development is way out of sync with the character of the area and would forever adversely impact the community and existing lifestyles.

Some of the Major Impacts:

- Proposed project will would severely strain an already overloaded highway/road system, causing additional congestion.
- Proposed project will add many new car trips to the 60 and 57 Freeways. The 60 Freeway is already heavily congested, nearly 24-hours per day, seven days per week.
- Proposed development has inadequate parking for the number persons that will live in the 750 units.
- Proposed project will overload the elementary school and eliminate an existing heavily used private elementary school.
- Will cause an increase in water rates per the Walnut Valley District (Edwin Hilden, Board of Directors, District II).
- Proposed project will adversely change the character of the community.
- Proposed project will destroy native oak trees.

Thank you for your consideration.

Sincerely,

James Shuttleworth, Engineering Geologist
2625 Pepperdale Drive
Rowland Heights, CA 91748-4937

Kingston 512 Tramel Crow NOP Ltr

July 10, 2008

Mr. Anthony Curzi
County of Los Angeles Dept. of Regional Planning
320 West Temple Street
Los Angeles, CA 90012-3225

RE: PROPOSED TRAMMELL CROW PROJECT

Dear Mr, Curzi,

As a 24+ year resident of Rowland Heights, I am writing on behalf of my family and neighbors and all those residents of the unincorporated city of Rowland Heights who do not want the proposed Trammell Crow project to go through. The Rowland Heights Community Plan **should not** be amended to allow more high density residential housing.

In the last decade alone, Rowland Heights has already seen **too much** growth with one development after another going up while our standard of living has gone down. One cannot even travel down Colima Road or Fullerton Road (to name only two streets of many) without fighting congestion. And that is the reason why my family and many others have opted to go "over the hill" and shop in Orange County.

Your own website states that your department's goal is **To improve the quality of life through innovative and resourceful physical and environmental planning, balancing individual rights and community needs.** I do not see how in good conscience you can allow a developer to come in and build an enormous development and add yet more congestion to our city. Do you only see tax dollars??

You may think that only a small percentage of residents of this community are opposed to this development, but that is only because the majority of residents do not even know what is going on.

I strongly urge you to **not amend** the RHCC plan and to **not allow** the proposed Trammell Crow project to go through.

Respectfully,

Linda Woo

Public Input Form
Scoping Meeting
Canyon Residences Project

June 19, 2008

Required Approvals:

1. Environmental No. RENVT200800042
2. Oak Tree Permit No. ROAKT200800015
3. Conditional Use Permit No. RCUPT200800069
4. Area Plan Amendment No. RPAT200800004
5. Zone Change No. RZCT200800015

This form allows you to make comments on what you believe should be addressed in the Draft Environmental Impact Report. You may submit your comments at this scoping meeting or mail to:

Anthony Curzi, Regional Planning Assistant, Impact Analysis
Los Angeles County Department Of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **July 7, 2008 at 5:00 P.M.**

Comments: I am afraid this will affect negatively on our residence with congestion, overflow traffic and not enough schools for the children and not enough parks, open spaces. Please reconsider this project which is not good for our community.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: DR MAI NGUYEN-TU DDS

Address: 20376 E CRESTLINE DR

City/State/ZIP: WALNUT CA 91789

Public Input Form
Scoping Meeting
Canyon Residences Project

June 19, 2008

Required Approvals:

1. Environmental No. RENVT200800042
2. Oak Tree Permit No. ROAKT200800015
3. Conditional Use Permit No. RCUPT200800069
4. Area Plan Amendment No. RPAT200800004
5. Zone Change No. RZCT200800015

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Anthony Curzi, Regional Planning Assistant, Impact Analysis
Los Angeles County Department Of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **July 7, 2008 at 5:00 P.M.**

Comments: I don't like overcrowding, increase in crime rate, population and traffic, school demand. Please don't allow them to build so many apartments. Thank you very much.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Ms. Jiaxiu Tang

Address: 20576 E. Crestline Drive

City/State/ZIP: Walnut, CA 91789

Public Input Form
Scoping Meeting
Canyon Residences Project

June 19, 2008

Required Approvals:

1. Environmental No. RENVT200800042
2. Oak Tree Permit No. ROAKT200800015
3. Conditional Use Permit No. RCUPT200800069
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Anthony Curzi, Regional Planning Assistant, Impact Analysis
Los Angeles County Department Of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **July 7, 2008 at 5:00 P.M.**

Comments: Please say no to project of 700 apartments we need to keep open space and esthetics to this community — Thank you —

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: DR Victor Tadano

Address: 20376 E Castlewood Dr.

City/State/ZIP: Walnut CA 91789

Public Input Form
Scoping Meeting
Canyon Residences Project

June 19, 2008

Required Approvals:

1. Environmental No. RENVT200800042
2. Oak Tree Permit No. ROAKT200800015
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This form allows you to make comments on what you believe should be addressed in the Draft Environmental Impact Report. You may submit your comments at this scoping meeting or mail to:

Anthony Curzi, Regional Planning Assistant, Impact Analysis
Los Angeles County Department Of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **July 7, 2008 at 5:00 P.M.**

Comments: Please please no high density apartment complex!

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Mrs. Carol Milano

Address: 19617 Galeview Dr
Rowland Hghts, CA 91748

City/State/ZIP:

7/10/08

Anthony Curzi
LA County Dept. of Regional Planning
320 W. Temple St..
Los Angeles, CA 90012-3225

To Whom It May Concern:

We live very near to So. Brea Canyon Cut-off (Fairway) and Colima Road, in the area of Rowland Heights, CA. We are deeply concerned about a potential large apartment complex (**775 units**) to be located on So. Brea Canyon Cut-off (**changes name to "Fairway"** at Colima) and now in the process of obtaining the required approvals.

Colima Road is extremely busy at this time and traffic is a major concern. It is already difficult to get out of the nearby Rite-Aid complex (just one example) and try to cross Fairway to turn left on Colima at certain times of the day. Fairway (So. Brea Canyon Cut-off) is the street that leads to the freeway (60) on/off ramp very nearby. I can't even imagine the future nightmare of driving up and down Colima due to the increased traffic at this and many other places along Colima Rd. - let alone trying to get to, and from, the freeway.

This area is not adequately designed to handle the projected amount of traffic due to these potential units in addition to the many other approved, nearby commercial buildings in process. In fact, the code for parking space at this complex is totally inadequate because couples and families (very, very few individuals would pay the kind of rent they want) will not have an average 1½ cars per unit. At a minimum each unit would average at least 2 cars.

This project will cause increased stress, animosity and the consequential increase in crime. On occasion, we personally have had to deal with teenagers sliding down the golf course green on large cubes of ice, very late at night/morning, making lots of noise. Those projected apartments are contiguous to the golf course and will bring in more kids tempted by the green fairway to cause problems for the golf course and residents nearby, perhaps a small issue but one of too many. We are concerned about water availability in times of drought and other anticipated situations. Many in our local community are upset about this project; it is just going too far.

Please help bring some sanity to this situation and eliminate the many potential problems for those living in this area. This project should be stopped before it is too late.

Sincerely,

Rex Reason

Shirley Reason

July 3, 2008

Mr. Anthony Curzi
Co. of Los Los Angeles
Department of Regional
Planning
320 West Temple Street
Room 1348
Impact Analysis Section
Los Angeles, CA 90012-3225

Mr. Curzi:

My name is Ingrid Bernabe and I am a member of the RHCCC (Rowland Heights Community Coordinating Council). My husband Carlo and I have lived in Rowland Heights since 1961. Obviously, we have seen many changes over these years, some good and some not so great.

My husband and I, as well as many of our neighbors, have become increasingly alarmed about the various developments that have and still are to occur in our neighborhood and may we add, without regard to residents' well being and their way of life that they chose when they bought homes in Rowland Heights many years ago.

I have been corresponding with the various County Agencies, in specific with Supervisor Don Knabe's office as well as with the Regional Planning Commissions since the year 2000 (or so) starting with the Aera project.

In the most recent past, to be exact after the monthly meeting of the RHCCC in November of 2007, I have addressed our concern in writing because of a presentation given by a Ms. Chung from the Housing Section. She told the audience present, that the Los

Angeles County was in need of affordable housing and Rowland Heights would be the recipient

of this kind of project. When questioned, Ms. Chung said the affordable housing would be around $400,000. Furthermore, a report in the San Gabriel Valley Tribune mentioned that the Los Angeles County Supervisors had approved mixed used development for Rowland Heights.

The real shocker however, came at RHCCC regular monthly meeting in January 2008 when a representative from Trammell and Crow informed attendees about the proposed development on the Site of the Southland Christian School. The speaker was barraged with many questions from the audience to which she was unable to give specifics, and most of the answers given were very vague.

Again, I wrote letters to the Regional Planning Commission. I received a written response back by Supervisor Don Knabe in January 2008 in which I was informed that he also was concerned over the projected plans for Rowland Heights. He mentioned, because of increasing traffic, infrastructure capacity and quality of life in general changes were made to the Rowland Heights CSD in 2004.

On February 11, 2008, I received a letter from McClendon, Planning Director, LA. Co. Regional Planning Commission educating me that the applicant's representative for the Brea Canyon development attended a One Stop counseling session regarding his proposal to construct a multi family development (condominium/apartment) or senior affordable housing, however, the letter states, no formal application had been submitted . . . .

In all my previous correspondence, I have always stated the detrimental impact various developments have on residents in Rowland Heights. We have many various

problems due to the large increase in population and in part due to low cost existing apartments.

Let me point out the following existing conditions and/or environmental changes bound to happen with the proposed Brea Canyon Development.
Fact: Esthetics - no rentals of this size and height exists anywhere in the surrounding Communities.
Fact: High Density - 1544 planned parking spaces are simply not enough. Planning for two vehicles per apartment will cause a huge overflow of vehicles parked on surface streets and in shopping center parking. What is planned for guest parking? It is naïve to think that that these apartments will house more than two people - that is why the planned parking is insufficient.

Fact: Current residents' property **devaluation**

Fact: Overuse of our existing Parks in the vicinity of the development.
Fact: Crime - experience has taught us, with rentals crime goes up - Rowland Heights has more than their share of rentals and its related problems.
Fact: Law enforcement - stretched beyond it's limit as it is.
Fact: Other public Services - a well visited **Library** insufficient to serve all the people.
A **Post Office** that can not keep up with the demand from residents.
Schools already overcrowded.

Fact: Danger of Fire - a real concern on Brea Canyon Road, Pathfinder Park and others. More use of roads and parks also spells more danger of fire from people carelessly tossing cinerary items - I.e. please observe the hills surrounding Pathfinder Park - well visited with ongoing irrigation problems.

Fact: Added Pollution - disposed of trash on

streets, graffiti, noise.

Fact: **Not enough Green Space**

Fact: **Greater Density** spells a rise in Temperature, note we are living in the warmer area of LA. County.

Fact: **Traffic Study** should be undertaken when traffic actually happens, between the hours of 4:30pm and 7:00 pm, on the Weekends especially. Following are streets that **will** be impacted by this development.
Brea Canyon Cutoff, Balan, Annadel, Pathfinder, Colima, Golden Springs, Fairway, Nogales, and Fullerton Rd. Some of these Streets are overburdened and are in bad need of repair.
On and Off ramps to the 57 and 60 Freeway will most certainly feel the impact.
Pathfinder is being used as race track and we have seen several fatalities - how are we going to fare with added traffic?

Fact: The greatest concern is **Water.**
I have attached to this letter an excerpt from Reader's Digest May 2008 edition that is very self- explanatory.
Without Water we will not exist where, do we stop with over development?

Sincerely,

Carlo and Ingrid Bernabe
19355 Alcona St.
Rowland Heights CA 91748

Cc.: Supervisor Don Knabe
Bruce McClendon, Director of Planning
Jon Sanabria, Chief Deputy Director
Sorin Alexanian, Acting Deputy Director
Dick Simmons, Deputy for Knabe's Office
Dave Rodriguez, President RHCCC
Lynn Ebenkamp, RHCCC
file

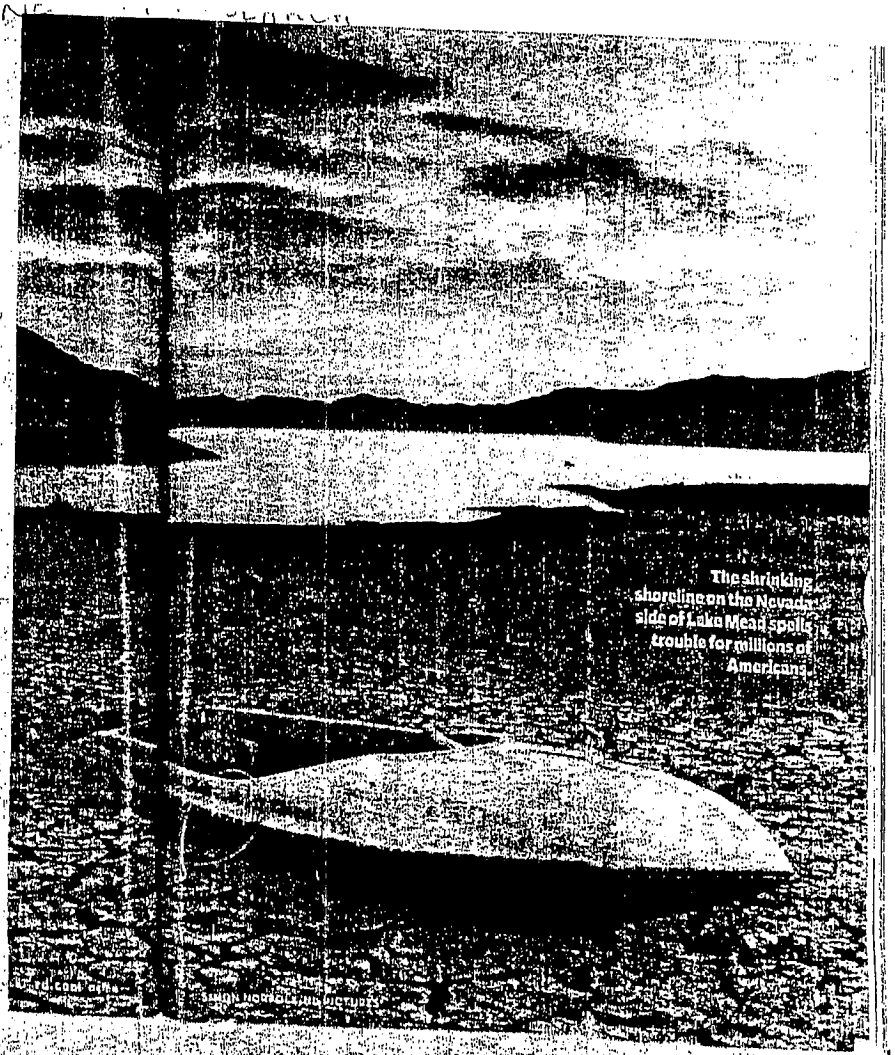
(1) I HAVE DONE [illegible] SEARCH

Droughts and half-drained reservoirs raise an ominous question: Is America running out of water?

DRY TIMES

BY JOSEPH K. VETTER

On a cloudy Tuesday last November, Georgia Governor Sonny Perdue convened an unusual gathering on the steps of the capitol building in Atlanta. With his state mired in the 21st month of a historic drought, the governor had decided it was time for an appeal to the Almighty. Backed by a boisterous youth choir and several local pastors, he led 250 concerned constituents in solemn prayer. Their plea was



The shrinking shoreline on the Nevada side of Lake Mead spells trouble for millions of Americans.

[illegible] NEWBOLD/AP PICTURES

EXCERPTS FROM READER'S DIGEST
MAY 2008 EDITION!

(2)

pienniu.
d it's not just the Southeast. On
ther side of the continent, the
swath of land that runs from the
uains of Wyoming to the deserts
uthern California is in the ninth
of its own record-breaking dry
. Water levels at two massive
voirs serving millions of people
ven states have plummeted to the
ay mark, with slim prospects of
regaining full capacity.

READER'S DIGEST rd.com MAY 2008

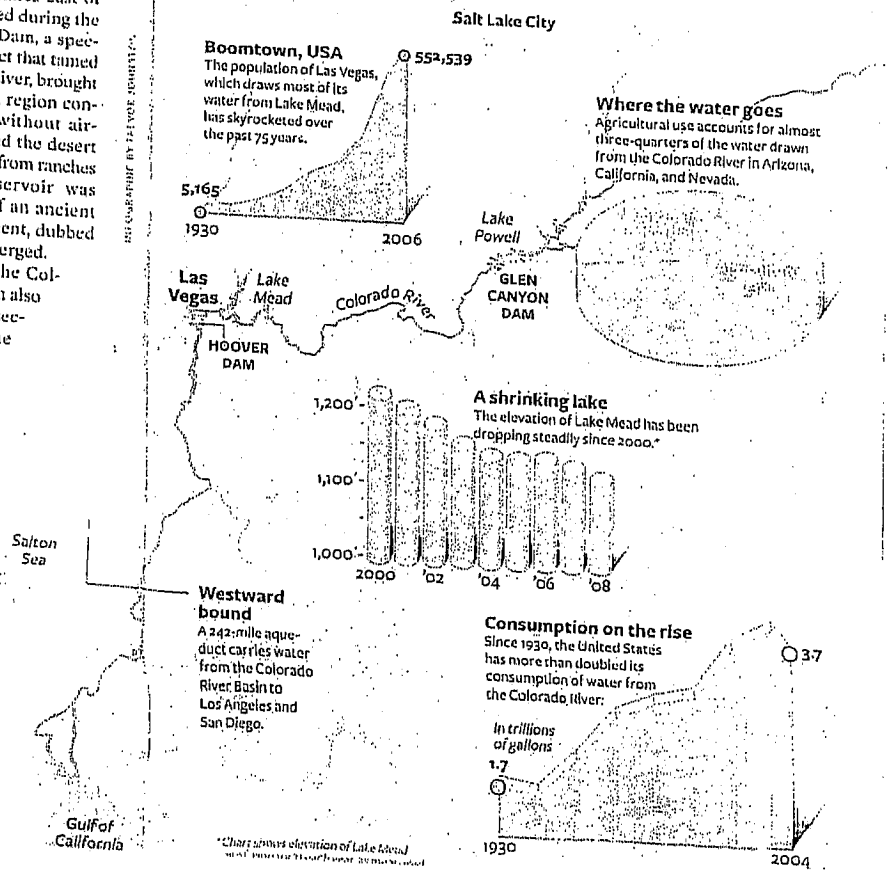
ANOTHER DRY HOWLER

In the West, it's long been understood that there will never be enough rain and that the solution is to make existing stocks of water go further. Western writer and environmentalist Wallace Stegner captured this fact of life eloquently: "Water," he wrote, "is the true wealth in a dry land."

One of the most vital sources of water in the region is Lake Mead, a vast reservoir some 25 miles east of Las Vegas that was created during the construction of Hoover Dam, a spectacular engineering project that tamed the mercurial Colorado River, brought hydroelectric power to a region considered uninhabitable without air-conditioning, and allowed the desert to bloom with everything from ranches to casinos. As the reservoir was formed, the remnants of an ancient Native American settlement, dubbed the Lost City, were submerged.

Lake Mead is part of the Colorado River system, which also includes Lake Powell, a second huge reservoir some 150 miles east, on the Utah-Arizona border. Fed by melting snow from the Rocky Mountains, the Colorado system is the main source of water for 30 million people in the Southwest. Millions more in California and Nevada rely on water from the Sierra Nevada. But a stretch of unusually dry years has driven levels in Mead and Powell to near-record lows. Today, as Lake Mead dries up, the ruins of the Pueblo Indians' Lost City

ANATOMY OF A DROUGHT



have reemerged, an eerie emblem of the drought.

As in the Southeast, population growth is a hazard. During the 1990s, Nevada's population jumped by 66 percent, the fastest rate in the nation. Arizona was the second fastest, at 40 percent, with Utah and Colorado clocking in at 30 percent—more than twice the national average. This growth will likely continue at an even faster clip in the future. Nevada and Arizona alone are expected to double their populations by 2030.

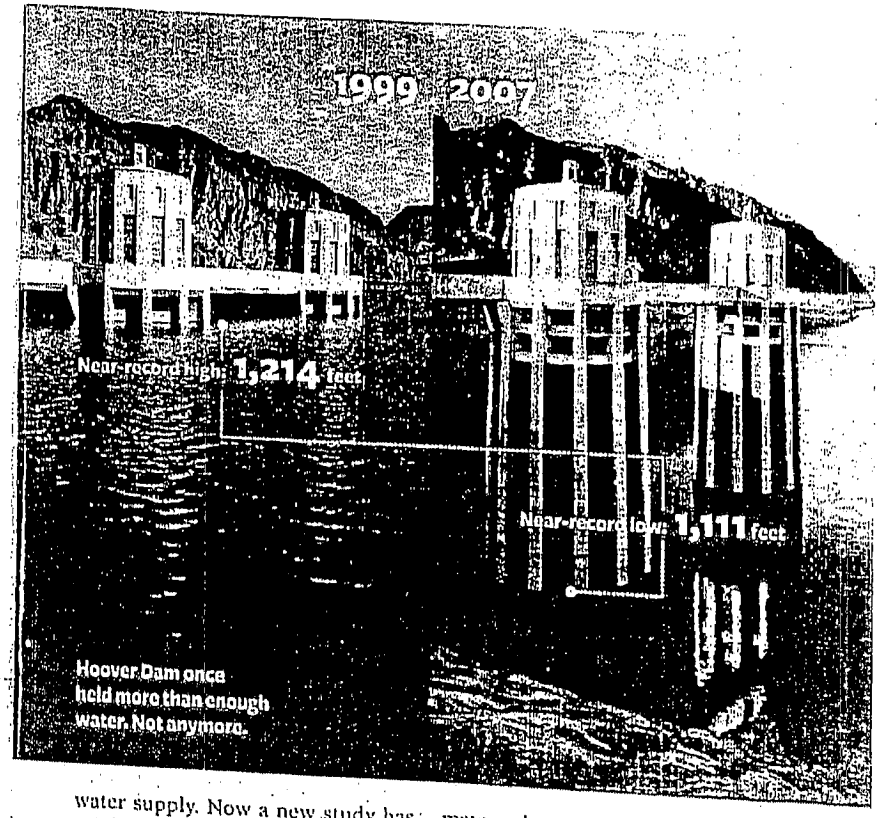
There's another climatic player: global warming. Growing scientific evidence warns that climate change could render the Southwest's growth and development trends untenable.

Here's why: Unlike the Southeast, where most precipitation comes as spring and summer rainfall, in the West those months are written off as a dry season. "We get all of our water in the winter from frozen precipitation," says Underwood, the Nevada climatologist. The snowstorms that blanket the West's mountain ranges each winter form a thick snowpack. As that snow melts in the spring, it feeds streams and tributaries to replenish Lakes Powell and Mead and other, smaller reservoirs. The reservoirs draw down gradually through the warmer months, and the process begins again.

Timing is everything. "We want that snow to stay on the mountainside and melt nice and slow into our reservoirs," says Underwood. If warmer temperatures cause the snow to melt too soon or too fast, small reservoirs can't catch and hold the runoff. That means water that would ordinarily be saved for summer use is wasted. "You're losing part of your bank account," adds Fuchs. Worse, some of that precipitation may come in the form of rain, causing two problems: flooding and water that can't be stored. Early runoff isn't an issue for Powell and Mead, whose huge size allows them to store whatever water comes their way. But early springs and higher year-round temperatures cause other problems. More water is lost through evaporation, and a longer warm season increases demand on the system. "We're always worried about it warming up too quickly," says Underwood.

That's where climate change comes in. In recent decades, increasing temperatures in the West have led to more winter rain, less snow, earlier snowmelts, and higher evaporation rates—a cascade of bad news for the region's water supply. Now a new study has confirmed what climatologists have long suspected. Analyzing 50 years of data, scientists at the University of California, San Diego, and elsewhere report that these changes have resulted mainly from human activity and are likely to intensify in the future. The researchers postulate that global warming is also responsible for the long-term drop in precipitation in the West, though this is less certain. In a second study, some of the same scientists estimated that if current climate and water-management trends continue, Lake Mead has a 50 percent chance of running dry by 2021.

"If the climate changes as projected, the West will have to make do with less water or find new sources," says study co-author David Pierce. Brian Fuchs goes further, raising the specter of "a new Dust Bowl" unless major changes in water use and management occur. This ominous historical reference is to the Depression-era drought that drove millions of Americans off their farms in Oklahoma and other



Hoover Dam once held more than enough water. Not anymore.

ALEX S. MACNEILL PHOTOGRAPHY/CORBIS; © FRANK CHACKERIAN/THE PICTURE CO.

Great Plains states—many of whom ended up, ironically, in California.

A THE GLASS HALF FULL?

Amid the gloomy projections, the West recently received some good news. Last winter brought above-average snowfall, and hydrologists were predicting that the water level in Lake Powell could rise by as much as 50 feet, which would bring it to about 65 percent of capacity.

While experts caution that it will take more than one robust snow year to end the drought, there are signs that regional government officials and ordinary citizens are starting to heed scientists' warnings. California is leading the way. The Metropolitan Water District of Southern California, for instance, is nearing completion of a 12-foot-wide, 44-mile-long pipeline designed to catch the runoff caused by increased rainfall and earlier snowmelts—water that would otherwise be wasted. At a cost of more than $1 billion, the underground pipeline, known as the Inland Feeder, will rush water originating in the Sierra Nevada to Southern California at a rate of 7,500 gallons per second.

In Orange County, water officials recently unveiled an innovative project that converts millions of gallons of sewage water into drinking water. Using high-tech purification techniques such as reverse osmosis and microfiltration, the Groundwater Replenishment System, uninvitingly known as toilet-to-tap, produces up to 70 million gallons of clean water a day. Conservation is crucial too. In the Los Angeles area, the population served by the regional water district has increased 4 million since 1990. But water consumption levels remain the same, thanks to changes citizens have been urged to make, such as replacing grass lawns with native plants that need less water and installing low-flush toilets, low-flow showerheads, smart lawn sprinklers, and high-efficiency washing machines.

State governments are beginning to do their part as well. Last December, the seven states that rely on the Colorado River system reached a historic agreement to better manage the water supply and mitigate the effects of drought. Under the deal, which officials hope will end 85 years of interstate wrangling, a system of de facto water rationing will kick in when Lake Mead reaches established trigger levels. The flow of water from Lake Powell downstream to Lake Mead will be more effectively regulated to maintain sufficient levels in both reservoirs, and states will be allowed to "bank" water reserves in Lake Mead for future use, replacing the previous use-it-or-lose-it policy.

Many water watchers hope that the Southeast will follow the West's lead. Aiming to match the achievement of their counterparts across the country, the governors of Georgia, Florida, and Alabama have been negotiating a new water-sharing plan. That would help. But Georgia climatologist Stooksbury says what's really needed is a major attitude adjustment. Perhaps it's already taking place. After past droughts, his region reverted to old habits once the rains returned. He thinks things may be different this time. "We're all aware now that we're going to have to treat our water as a valuable commodity," he says.

That's a lesson everyone can take to heart. After all, when it comes to another vital resource, oil, we can at least imagine a world powered by solar panels, windmills, and other energy sources. But water is one substance we can't live without.

The Los angeles County Regional Planning Com.

I am writing in regard to the application by developer Irwindale Cow Residential to amend Rowland Heights Community General Plan, making way for a 775-unit apt complex at 1920 Brea Canyon Cut off Rd.

We live very close to the area We are writing to state that we are very much against the Regional Planning Commission to amend the Rowland Heights Community General Plan. We, people living close to this area, do not want a 775-unit apt. complex in our area of large area single family home sites just as you would not want it in your area.

Please do not destroy a very nice area of single family homes in this area of Rowland Heights the extra traffic would also be a crisis

Bernie & Peggy Bihr
19747 E. Reservoir Str.
Rowland Hts., Ca 91748

Public Input Form
Scoping Meeting
Canyon Residences Project

June 19, 2008

JUL 3

Required Approvals:

1. Environmental No. RENVT200800042
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Anthony Curzi, Regional Planning Assistant, Impact Analysis
Los Angeles County Department Of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **July 7, 2008 at 5:00 P.M.**

Comments: A development of this magnitude will bring a very negative impact in our community on the way of traffic, possible crime. and negatively affect property value in the whole city of Rowland Hts.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: ALFONSO PERALTA

Address: 19603 GALEVIEW DR

City/State/ZIP: ROWLAND HTS CA 91748

Public Input Form
Scoping Meeting
Canyon Residences Project

June 19, 2008

Required Approvals:

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Comments: We disagree and will not vote 'YES' to let the development of 775 appartments / residential complex to be built in our current community. We believe the proposed development will affect our community in a negative way. Here are potential negative impacts: 1) increase additional traffic due to increase in population. Therefore, it will increase in CRIME rates. 2) Need to build more schools, parks and additional infrastructure 3) Affect property values and decrease the standard of living.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: KY TO

Address: 2321 Ruth Court

City/State/ZIP: Rowland Hts CA 91748

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Comments: I only have one concern regarding the school / Apt. change. The increase in traffic is a problem I see in the future. I live off or in the housing complex off of Birkford. It is difficult to make left turns with traffic as well as the glaring sun in the mornings. Very Dangerous! We/I must have a stop light built to regulate traffic and minimize accidents.

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Name: Ta Tsun Lin

Address: 20410 Sartell Drive

City/State/ZIP: Walnut, CA 91789

Ta Tsun Lin
20410 Sartell Dr
Walnut, CA 91789-3500

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Comments: 1) I am extremely concerned about to the intended increase in crime with the increase in population.
2) Increase in traffic & congestion decreasing the standard of living even more
3) Decrease the value of our properties because in a depressed economy w/ so many properties in the market to add even more will be detrimental to ~~the neighborhood~~ property value.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Ligia D-Selim.

Address: 20231 PORTSIDE DR.

City/State/ZIP: WALNUT, CA. 91789.

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Comments: 1) We don't want any huge apartment complex in our area. The potential of high crime in this area will be increased.
2) My other concern is our house value will be depreciate instead of appreciate due to this.
3) The increase in population might ~~cause~~ affect the quality of our lifes such as need more school to fit the demand. It will affect the quality of education if we don't have enough school to support them.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: W. CHING

Address: 2304 Ruth Ct.

City/State/ZIP: Rowland Heights, CA 91748

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Comments: PLEASE-PLEASE reconsider this project as the number of people and cars involved is not beneficial to our community. The changes it will make in this area are not welcomed changes. We do not want these condos/apartments! Let the school have this land.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Fran Blackschleger

Address: 20457 Crestline Dr

City/State/ZIP: Walnut CA 91789

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Comments: THE IMPACT OF EXCESS TRAFFIC AT THE POLLOA/FAIRWAY INTERSECTION, INGRESS AND EGRESS FROM THE SITE, NON-HOMEOWNER IMPACT ON SERVICES, CRIME, COMMUNITY SCHOOL AND PUBLIC INVESTMENTS, POLLUTION, TRASH, DEMOGRAPHICS AND TRAFFIC ALONG BREA CANYON CUTOFF. THIS IS AN ILL CONCEIVED AND ILL ADVISED PROJECT WHICH WILL LEAD TO SERIOUS CONDITIONS AND TAX REDUCTION.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: ROBERT BRADSHAW

Address: 20838 E. PRESTWICK DR.

City/State/ZIP: WALNUT, CA 91789

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Comments: My main concerns are the:
A. Cost of emergency services - including police & fire for ↑ crime rate the apt. bldgs. bring
B. Traffic which is already horrific in Rowland Hgts.
C. Aging infrastructure

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: TERI FELKER

Address: 18228 Mescal St.

City/State/ZIP: Rowland Hgts 91748

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Comments: We totally oppose the construction of such a high density apartment complex. The traffic & Colima & Bra Canyon Cutoff is bad enough - We don't need such an apartment complex. It is a shame to destroy a school such as Christian Chapel & turn over into a 775 unit apartment building -

---

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Linda Koo Taylor

Address: 20121 Corunne Lane

City/State/ZIP: Rowland Heights, CA 91748

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Comments: I been HERE in Rowland Ht Sinces 1986. This community was very nice and Quiet till about three years ago. Now there's More people, more traffic, more Prafity, more crimes, and kids drag Racing up and Down Fairway Dr causing many accidents. A Development like this Built Here would MAKE it twice as bad. There is no reason why are Zoning Laws should be changed for just one people. ARE Zoning Law, are perfect the way they are. I MOVED Here to get away from Development like these. It would become like the Gate.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Justino Reyes Sr

Address: 2168 Flintwood Dr

City/State/ZIP: Rowland Hts CA 91748

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Comments: It is really too bad that the church/school at 1920 S. Brea Cyn. Cutoff is closing it's doors, and a real disadvantage to the community if an apartment complex is constructed. I feel this will take away from a well developed, existing community, drive up crime rates & severely impact ours streets with traffic!

Not an for apart. ellings.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Vicky Flowers

Address: 1815 Pepperdale Dr.

City/State/ZIP: Rowland Hts. CA 91748

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June 19, 2008

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Comments: We do not want Canyon Apartment LLC to conduct the apartment/residential complex at 1920 S. Brea Canyon Cutoff Rd. because of the following reasons:
1. Safty Concern - possibility of high crime rates.
2. High density - way too crowded
3. Heavy Traffic - the increased of population
4. Bring down the value of surrounding cities/areas.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Met-Yun Lee

Address: 2471 Hartwood Dr.

City/State/ZIP: Rowland Hts., CA 91748

Curzi, Anthony

From: Trainblue@aol.com
Sent: Thursday, July 03, 2008 12:34 AM
To: Simmons, Dick
Subject: TC Apartment plan

Dickie,

I missed the scoping meeting held at Southlands School and Church. I did not receive any notification by US mail, nor did any of my neighbors. I heard about the meeting from a neighbor earlier this week, who also told me that the guard here at Hilltop supposedly had a few flyers, but no one knows who received them.

The residents that I have spoken to are very concerned about the proposed apartments going in. I'm sure you've already heard concerns about traffic congestion, water shortages, density is too high for the area, out of character for the neighborhood, not consistent with the Rowland Heights General Plan, and more. The four-story buildings will also ruin any view that is left, especially the views of the mountains.

Supposedly Trammel Crowe has talked about downtown Brea as a model of successful merging of apartments and businesses. If they would look around Colima and Brea Canyon Cutoff, they would see that this is not a downtown area. Rowland Heights is not Brea, nor is it San Gabriel or Alhambra either.

TC stated at a RHCCC meeting that their development is for luxury apartments, renting for about $3000. If this goes through, what do you think will happen when the new owners (not TC) are unable to obtain enough single family renters who can afford to pay $3000 a month? They will either lower the rent (not likely) or they will allow non-related people to sublet rooms, thus intensifying one of the problems we already have in Rowland Heights. Any projections for traffic will be woefully below reality. Our infrastructure cannot accommodate this huge development. Fairway/Brea Canyon Cutoff will be turned into Fullerton practically overnight.

In addition to these concerns, the residents at Hilltop are extremely concerned about the effect the development will have on the value of our homes. It makes absolutely no sense to have non-owner occupied housing directly across the street from single family homes, some currently valued over a million dollars. In a well planned community, there should be a transition in housing types and sizes. Why not condominiums, and fewer of them, if the development can't be single family houses?

We are really concerned that non-owners do not have the same investment in the property as owners.

You must know about the rash of burglaries that occurred in this area last winter. Whether fair or not, people are concerned that Hilltop will be the target of more crime and this would not be good for property values or for the Rowland Heights' reputation.

We need your help, and Supervisor Don Knabe's help, in stopping Trammel Crowe's plan for 775 apartments. Please help us maintain the character of our community by not letting TC's plan go forward, by asking Regional Planning to not approve any changes in zoning.

Regards,
Linda Tsu Wong
2269 Wind River Lane
Rowland Heights, CA 91748

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Comments: Beilding apartments or any other "living facility" on the Colima/Brea Cnyn Cutoff corner is really rediculous! Traffic & parking will only add to an already very busy intersection.

Southlands Parent School

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Theresa Agopian

Address: 210 Calle Descanso

City/State/ZIP: Walnut CA 91789

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Comments: The density of apartments doesn't fit the ~~side~~ size of property specific in Rowland Heights at all. Currently 3 units (houses) per ~~acre~~ acre. Not 51 per acre. Also traffic will be hundreds + where will "guest" park — no curb space available. Can cause or contribute to gang type activity. What about quality condos — greener space. Other mult: apartments are a real eye sore.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Barbara Tarr
Address: 2465 Flintwood Dr.
City/State/ZIP: Rowland Heights, CA 91748

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Comments: There is already so much traffic in the area. There have been many accidents in this intersection, even simply at the corners. Having so many more residents can only add to the major congestion that already exists - this is currently a CHP "hot spot". This area currently adds to the beauty and richness w/an open field allowing for views of the golf course. Adding this proposed complex will take away from that, much like Downtown LA looks.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Stacey M. Sanchez

Address: 20979 Divonne Dr.

City/State/ZIP: Walnut, CA 91789

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Comments: Please do not build apts or homes on the Colima/Brea Cnyn. Cutoff Rd. corner - it is a far too busy area already.

God Bless -

Southlands School Parent

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Edwin Agopian

Address: 210 Calle Descanso

City/State/ZIP: Walnut CA 91789

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Name: Ing-Ya Yao

Address: 3471 Elmwood Dr.

City/State/ZIP: Rowland Hts., CA 91748

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Comments: Because of the increased population on Brea Canyon Cutoff and Colima, residents of Rowland Heights will no longer depend on Colima as a main street, but because of the increased traffic will rely on small side streets to get around the city. This heavy traffic in the side streets will be very noisy and disturbing in our quiet neighborhood.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: MITCHELL PERATA

Address: 19603 GREENVIEW DR.

City/State/ZIP: ROWLAND HT., CA 91748

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Comments: I am against the plan of building 775 unit apt because: (1) The traffic will be a lot worse than it is (2) 1544 parking spots won't accommodate 775 apt units and as a result, many cars will be parked by the street. (3) The crime rates will be high (4) The school will be over crowded. PLEASE, HELP THE DEVELOPER TO OPEN THEIR EYES THAT THIS PLAN IS SO UNREAL. MANY EXISTING APART ARE VACANT. IN ROWLAND HTS

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: NEH PERALTA

Address: 19003 GREEN DR.

City/State/ZIP: ROWLAND HTS, CA 91748

Public Input Form
Scoping Meeting
Canyon Residences Project

June 19, 2008

Required Approvals:

1. Environmental No. RENVT200800042
2. Oak Tree Permit No. ROAKT200800015
3. Conditional Use Permit No. RCUPT200800069
4. Area Plan Amendment No. RPAT200800004
5. Zone Change No. RZCT200800015

This form allows you to make comments on what you believe should be addressed in the Draft Environmental Impact Report. You may submit your comments at this scoping meeting or mail to:

Anthony Curzi, Regional Planning Assistant, Impact Analysis
Los Angeles County Department Of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **July 7, 2008 at 5:00 P.M.**

Comments: How can Rowland Heights/Walnut residents be assured that these units will not be Section 8 subsidized or turn into a Senior 55+ housing where residents of other cities/countries move in and apply for section 8? This will not enhance Row. Hts/Walnut. It doesn't make sense that you would allow so many single units to be built and expect families of 3+ to live in them unless they were Sec. 8 subsidized

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Sally Fenton

Address: 1512 Alcham Ave.

City/State/ZIP: Rowland Hts, Ca. 91748

Why would a family rent a 1 bedroom apt?

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Comments: SCHOOLS WOULD BE TO CROWDED. EVEN NOW I THINK THEY ARE TOO CROWDED. I GRADUATED 2007 AND I'VE HAD TO SIT ON THE FLOOR FOR A WEEK. SCHOOLS WOULD BE FILLED UP. TRAFFIC WOULD BE EVEN MORE INSANE THAN WHAT IT ALREADY IS.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: SEAN PEGANTA

Address: 14605 GALEVIEW DRIVE

City/State/ZIP: ROWLAND HEIGHTS / CA / 91748

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Comments: We as resident near this potential development do not support this applicant's ZONE CHANGE, PLAN AMENDMENT, and CONDITIONAL USE PERMIT. The new development would negatively impact the congestion along Brea Canyon cut off Road & Colima Rd. Plus it will impact the peace & quiet surrounding neighbourhood has enjoyed for many years. In addition, The apartments will up root the precious oak trees that has been there for centuries. County Supervisors we urge you to do the right thing & Vote no on this development. It hurts our community and our environment.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: V. APIHUNPUNYAKIT

Address: 1369 BELLAVISTA DR.

City/State/ZIP: WALNUT, CA 91789.

Public Input Form
Scoping Meeting
Canyon Residences Project

June 19, 2008

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JUL 1 2008

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Comments: This Plan will increase the traffic congestion on Colima, which is already very congested. This will also drop the quality of life in the area, which will invite more crimes to the community.
I am totally against for this plan, & very concerned. Thanks,
Chung Park

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: ~~Chung~~ Chung Park

Address: 20660 E. CLIMBER DR.

City/State/ZIP: DIAMOND BAR. CA. 91789

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June 19, 2008

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Comments: NO, NO, NO, FOR ALL FIVE REQUESTS.
WE DON'T WANT ANY FOUR STORIES BUILDING IN
OUR LITTLE NEIGHBORHOOD.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: VICTORIA CHANG

Address: 1761 PEPPERDALE DR. ROWLAND HTS

City/State/ZIP: CA 91748

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Comments: This project will create even more extreme traffic conditions, decrease our property values, bring more crime into our neighborhoods. I'm concerned about the environment. Will the zoning changes set a precedent for our city & the surrounding cities.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Teresa Petrillo

Address: 19503 Gateview Dr

City/State/ZIP: Rowland Hts. CA 91748

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Comments: Please do not allow changes in the zoning designation for this project. A waiver will set a precedent that we residents of Rowland Heights do not want. This is a suburban community. The Canyon Residences Project will make our Community into a urban problem. All of the buildings in Rowland Heights are at the most two stories high. We do not want seven four and three story buildings renters.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: R.A. de Baron

Address: 2115 Annadel Ave.

City/State/ZIP: Rowland Hts. Ca. 91748

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Comments: I am not against the development, but I am against the proposed development Plan. 775 units will increase the population density.
I propose to build 100 Townhouses with lots of green instead.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Pashang Salehi

Address: 2414 Flintwood Dr

City/State/ZIP: Rowland HTS, CA 91748

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Comments: The plans presented by Trammell Crow will negatively affect the Rowland Heights/Walnut area. The community is already flooded with cars on the road causing much traffic. Over crowding will definitly be the case if this high-rise is developed. Also, please have the formal meeting in Southland's School gym with LA County Council instead of downtown LA.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Sarah Chenault

Address: 661 Great Bend Dr.

City/State/ZIP: Diamond Bar, CA 91765

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Comments: IF ALLOWED, THIS REQUEST WOULD RESULT IN IMPACTING OUR AREA WITH TOO MUCH TRAFFIC & CONJESTION — WE HAVE ENOUGH PROBLEMS GETTING TO THE MARKET AS IT IS.
LET'S LEAVE THE CHURCH SCHOOL ALONE — WE DON'T NEED MORE PEOPLE & TRAFFIC IN OUR ALREADY OVERCROWDED AREA.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: E. L. GREETTA

Address: 20150 CORRINNE LANE

City/State/ZIP: ROWLAND HEIGHTS, CA. 91748

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June 19, 2008

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Comments: I ~~see~~ See nothing but negatives with this proposal. Congestion, decrease in property value, increase traffic, & losing a long-held community-friendly private school are just some of the vast number of unsound & negative repercussion that will result if this proposal gets approved. I am vehemently against this proposal & urge ~~to~~ the LA County Dep't of Regional Planning to strike down Canyon Apts. proposed plans!

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: SAM K. CHANG

Address: 2331 RUTH COURT

City/State/ZIP: Rowland Hts. CA 91748

POTENTIAL IMPACTS TO OUR COMMUNITY!

Canyon Apartments LLC is proposing to demolish an existing private school, located at 1920 South Brea Canyon Cutoff Road, that has served our community for over 29 years to construct a 775 high density apartment/residential complex. The proposed development includes an underground parking structure and a building height over 45 feet high. The Members of the surrounding community are greatly concerned with the potential impact that this type of development may bring to our community. The proposed development is requesting a zone change and general plan amendment from the Los Angeles County in an attempt to allow a use and density that will not be consistent with the current zoning and general plan land use designation. This is an indication that the proposed development is proposing something that would affect our community in a negative way. The developer is currently requesting approval of an Environment Impact Report. We need to let our voices be heard to prevent a big developer from bringing a development that would affect our community in a negative way.

Potential Negative Impacts.

- The proposed development involves a use that is not consistent with the community, which is surrounded by open space (golf court) and single-family residential uses to the west and single-family residential uses to the east, north, and west with residential lots that are 10,000 square-feet to over 1 acre in area. Based on information gathered from the Los Angeles County Planning Division, the property has a general plan land use density of U-1 which allows a density of 1.1 to 3.2 dwelling units per acre, and a zoning designation that allows a minimum lot size of 20,000 square feet. The developer is proposing 775 units which results in a +/- 51 dwelling units per acre, which drastically exceeds current allowable density and the existing density in the surrounding area.
- The proposed development will increase the population drastically with +/- 775 units in a 15 acre lot. The increase in population will increase the demands for schools, parks, and additional infrastructure and affect the quality of education in our community as well as being able to provide adequate parks and infrastructure due to a drastic increase in population.
- Access to the project site is provided by local major streets of Brea Canyon Cut-Off Road, Fairway Drive, and Colima Road. These roads currently present mayor traffic circulation during and off peak hours. Increase in population will create additional traffic problems that would negatively affect the community.
- The propose development proposes to demolish an existing church/school and all open spaces located within the subject property. These open spaces provide a transition area between the golf courts and residential uses and the existing church/school. The proposed development would remove existing open areas and replace them with high density development, which would negatively affect the character and aesthetics of the community.
- Based on information that has been gathered from surrounding cities, increase in population has been related to an increase in crime rates. The proposed development is proposing high density residential uses that would increase population, and therefore crime.

In conclusion, the above mentioned potential impacts would affect property values in the surrounding community, decrease the standard of living, and increase circulation (traffic and congestion) in all surrounding major streets that would create a less desirable community.

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Comments: WE STRONGLY OPPOSE THE PROPOSED PROJECT KNOWN AS CANYON RESIDENCES BECAUSE:
1. TRAFFIC IS HORRIBLE AS IT ALREADY IS.
2. PROPERTY VALUES WILL GO DOWN EVEN MORE
3. THERE WILL BE AN EXCESS OF POLLUTION
4. PEOPLE VISITING THE TENANTS WILL OBVIOUSLY PARK IN OUR SMALL CUL-DE-SACS PREVENTING US FROM PARKING WHERE WE LIVE.
5. INCREASED CRIME RATE

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: ALLEN SWARTZ + ISABEL SWARTZ

Address: 2059 DACIAN DR, WALNUT, CA 91789-3414

City/State/ZIP: PALATINE HILLS (NEXT DOOR TO PROPOSED DEVELOPMENT)

6. OVERUSE OF WATER + ELECTRICITY CAUSING INCREASED RATES
7. OVERCROWDED SCHOOLS CAUSING INCREASED TAXES
8. AMBULANCES + FIRE ENGINES WOULD BE STUCK IN TRAFFIC

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Comments: (1) Bad Traffic. please come to check for yourself.
(2) need more library. please come to check the poor part Time function of Library. ~~Number of students~~
(3) Need more schools Walnut, Diamond Bar, already out of limit, Rowland Hts. too, if you build 775 appt ?
(4) please make the public hearing in the southlake school, for ~~us~~ our convenience.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Joe Chaw-chou Chang
Address: 19604 Castlebar Dr.
City/State/ZIP: Rowland Hts. CA 91748

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Comments: 1. Affect on Public Services: Library, Post Office, Parks
2. Affect on Public Safety: Sheriff + Fire
3. Affect on traffic: (E/W) Fullerton Rd to Brea Cyn Cutoff
(N/S) Pathfinder to 60 Fwy
4. Affect on available water + possible rate increase
5. Affect on wildlife in the areas of the development
6. Affect on medical Services: Emergency Rooms
7. Traffic Study M-F AND SAT/SUN which is very BAD

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: David M. Malkin

Address: 18021 Galatina St.

City/State/ZIP: Rowland Hts, CA 91748

E-mail: davie.malkin@yahoo.com

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Comments: We moved To Rowland Hgts. in 1966. It was somewhat rural with a growth of single family Residences. As some Apartments have come in, there has been a down grading of property and an increase of crimes. This development would be a detriment to our community!! Traffic Problems would be much worst also.

ou may also indicate if you would like to receive notices for hearings on the project. If you wish to have a otice, please be sure to include your name and full address. The EIR will be available at local libraries and e County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: James Howland

Address: 18065 Gaciatina St.

City/State/ZIP: Rowland Hgts, Ca 91748

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Comments: The proposed apartment building complex to be built on the Southlands Christian School site in Rowland Hts. will be a detriment to our neighborhood and will decrease our quality of life with increased density, traffic and use of our resources. I oppose this new development and would like the school to remain when it is as it's presence uplifts our community.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Anna Choi

Address: 19417 Bluffwood St.

City/State/ZIP: Rowland Hts, CA 91748

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Comments: Brea Canyon Cut-Off is a very busy intersection with the added cars from the apartments the traffic in this area will be horrendous.
Also the area surrounding the apartments the value of housing will go down. Due to the current traffic problems in Rowland Heights I do most of my shopping in other counties and cities; I know many neighbors that do.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Ron Kolpakoff

Address: 19919 Esquilino Ave.

City/State/ZIP: Walnut Ca. 91789

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Comments: My children attend Southlands Christian School in Rowland Hts. and I am most saddened and outraged by the proposed apartment building to be built on the school's grounds. As a resident of Rowland Hts., I do not want the increase in traffic, crime, increased strain on our resources, etc. that the additional population will bring. As a parent, I am most pleased with the education this school is providing and feel that it would be an incredible loss to not have the school there.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Connie Hsieh

Address: 2963 Westbourne Place

City/State/ZIP: Rowland Hts., CA 91748

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Los Angeles County Department Of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **July 7, 2008 at 5:00 P.M.**

Comments: WE ARE AGAINST THIS PROJECT - WE HAVE WAY TOO MUCH TRAFFIC AS IT IS NOW!! THERE WILL BE LITTLE PARKING WHICH MEANS THEY WILL BE USING OUR STREETS TO PARK. WE ~~#~~ WILL BE PAYING WAY MORE FOR WATER BECAUSE WE WILL MOVE UP A TIER - WHY SHOULD WE FOOT THE BILL FOR MORE WATER! THIS PROPERTY IS NOT ZONED FOR THIS - HOW CAN YOU LEGALLY SAY OR COMPLETELY CHANGE THE ZONING FOR THIS PROPERTY ONLY! NO! - WE FEEL ~~#~~ IF ALL TESTS ARE RUN THERE IS NO WAY YOU CAN SAY THIS WILL BE GOOD FOR ROWLAND HEIGHTS -

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: _____

Address: _____

City/State/ZIP: _____

NO WAY

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Scoping Meeting
Canyon Residences Project

June 19, 2008

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Comments: • Don't amend general plan + zoning w/o consent of residents (to high density from low + agricultural to Residential)
• change hearing location closer to residents
• Impact on TOTAL community (aggregate effect) on schools, traffic library, parking, water, public safety, churches, post office etc
ecological: Mitigate removal of 3 oaks, also red hawk
• 3 & 4 story = not compatible with surrounding areas
• Geological: earthquake, water table levels
• View obstruction for existing neighbors

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Teri Malkin

Address: 18021 Galatina St

City/State/ZIP: Rowland Hts, CA 91748

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Comments: My family and I (6 registered voters) reside in Rowland Heights hereby express our opposition to the Canyon Apartments proposed development at 1920 So. Brea Canyon Cutoff Road. We do not want high density apartments and/or condominiums to be built on said property. Please do not allow the zoning designation to be changed. We do not need the extra traffic or potential increase in crime, increased water usage, etc.

ou may also indicate if you would like to receive notices for hearings on the project. If you wish to have a otice, please be sure to include your name and full address. The EIR will be available at local libraries and e County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Adalberto Vazquez, Susan E. Vazquez, Rosalinda Vazquez, Susan R. Vazquez, Sylvia Vazquez & Marisela Vazquez

Address: 18425 Stonegate Lane

City/State/ZIP: Rowland Heights, CA 91748

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TRUE, AND, UNBIASED

Comments: REALISTIC TRAFFIC STUDY ON ALL STREETS IMPACTED BY THIS ENORMOUS PROJECT ie. COLIMA, GOLDEN SPRINGS, FAIRWAY, LEMON PATHFINDER, BALAN BREA CYN CUTOFF COLIMA GOING WEST, FULLERTON NOGALES, DIAMOND BLVD. TRAFFIC STUDY TO INCL. TIMES 8AM - 9AM, AND EVENINGS 4pm - 8pm AND WEEK ENDS ESPECIALLY COLIMA ~~DENSITY WATER AVAILABILITY~~ WE ARE IN A DRAUGHT PLS SEE SUPERVISOR KNABE'S WEBSITE ASKING TO CONSERVE, FIRE HAZARD, PARKING (HUGE) CRIME, VISUAL, GEOTECHNICAL PROB. FIRE HAZARD LESS GREENERY AND OPEN SPACE CREATING MORE HEAT AND POLLUTION, EARTHQUAKE FAULTS AVAILABLE LAW ENFORCMT PERSONELL TRIP LOADS ON CURRENT ROADS, GRAFFITI, TRASH, GUEST PARKING APARTMENTS DO NOTHING FOR PRIDE OF OWNERSHIP, OPEN SPACE

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: CARLC - INGRID BERNABE

Address: 19355 ALCONA ST

City/State/ZIP: ROWLAND HEIGHTS CA 91748

WE UNDERSTAND NO IS THAT CURRENT WATER SUPPLY LINES ARE COMPROMISED ALONG COLIMA, FUTURE DEVELOPMENT OF AERO OIL CO. LAND ALONG 57 FREEWAY NEGATIVE IMPACT ON ROWLAND HEIGHTS IN ADDITION TO POSSIBLE CANYON PROJECT.

CREATION OF A VERY POSSIBLE HIGH CRIME AREA IN ROWLAND HEIGHTS THAT CURRENTLY DOES NOT HAVE ENOUGH PUBLIC SERVICES; MEDICAL SERVICES, HOSPITAL?

ENVIRONMENTAL IMPACT,

CURRENT ROADS IN DIRE NEED OF REPAIR, ADDITIONAL TRAFFIC MOST NEGATIVE

PROJECT IMPACT NOT ONLY IN ROWLAND HEIGHTS BUT ALSO WALNUT, CITY OF INDUSTRY, DIAMOND BAR,

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Comments: As residents of the Rowland Hts Community for 41 Yrs, we are against this project being built. It is not conducive to the Community General Plan adopted in 1981 which we understand is still in effect. We do not need more high density projects in our area. Pollution, traffic, & schools all at their limit. This project (if approved) would replace a well needed school.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: MR. & MRS. WILLIAM SCHRIGHT

Address: 20012 EMERALD MEADOW DR.

City/State/ZIP: WALNUT CA. 91789-3500

From the desk of
Robert Lewis

2231 No. 8 Fullerton Road
Rowland Heights
California 91748
aiplewis@yahoo.com
626-409-1117

RECEIVED
JUN 23 2008

June 19, 2008

Dear Mr. Anthony Curzi,
Department of Regional Planning

Subject: Canyon Residents Project No. R 2008-00549

In reviewing the documents prepared by Impact Sciences of Camarillo California at the direction of Los Angeles County Regional Planning, the designated lead agency.

It was disappointing that the documents understate the impacts, when the impacts of this project are noted.

Examples;

Page 1 Section 2, whereas there is no comment that the project is in conflict with the Existing Rowland Heights Community Standards District (CSD) Advisory Community Plan, if followed would bar approval and development of this project.
However, in unincorporated communities of the County of Los Angeles the final authority is the County of Los Angeles County General Plan as administered County Regional Planning at the direction of the County Board of Supervisors, the consideration of this project does indicate that the local Advisory CSD Plan is to be disregarded.

Page 2 Section 3, site background makes no note that the existing use was granted a waiver, from the original designation. (Conflict with Advisory CSD Plan)

Page 17 Section 4.7, Infrastructure improvements only commits that "*improvements' may be required".* Given that Brea Canyon Cutoff Road a county designed traffic route, it has remained an undersized 2 lane roadway from the project site to the 57 Freeway south.

Page 18 Section 4.9, The existing County Parking Codes continues to use out dated formulas to address parking for new development which leaves the project 316 parking stalls short. This is a formula to continue the pattern of excessive parking on street, restricting on street traffic flow which increases congestion.

Page 32 a, project site Water supply is provided by the Walnut Valley Water District, this water district is 100% dependent on imported water from the Metropolitan Water District of Southern California, which recently adopted a water price allocation plan to encourage reduction in water use, (penalty for usage beyond 95% of present imported supply) also recent Metropolitan and State Water Departments public statements indicate that agencies that depend on import water (such as Three Valleys) may be having to ration water as early as next year 2009.

Along with b. this setting/impact should be marked as a YES not a maybe.

Page 34 b. again this should have been marked as an "YES" not a maybe, a project of this size and density is a major change in pattern, scale and character of on only the site itself but the community in general.

Page 41 Other factors, a through f all should be marked YES the statements made indicate Major Impacts will occur.

In summary;

First, this project is in conflict with the *"Advisory"* CSD Plan and at it appears that County Regional Planning the Final authority favors this project, by allowing its consideration.

Second, in favoring and allowing the consideration of this project, the lack of commitment to provide the required infrastructure improvements in the language (*may be required)* of the draft documents. Indicates less than full impact mitigation effort will be undertaken.

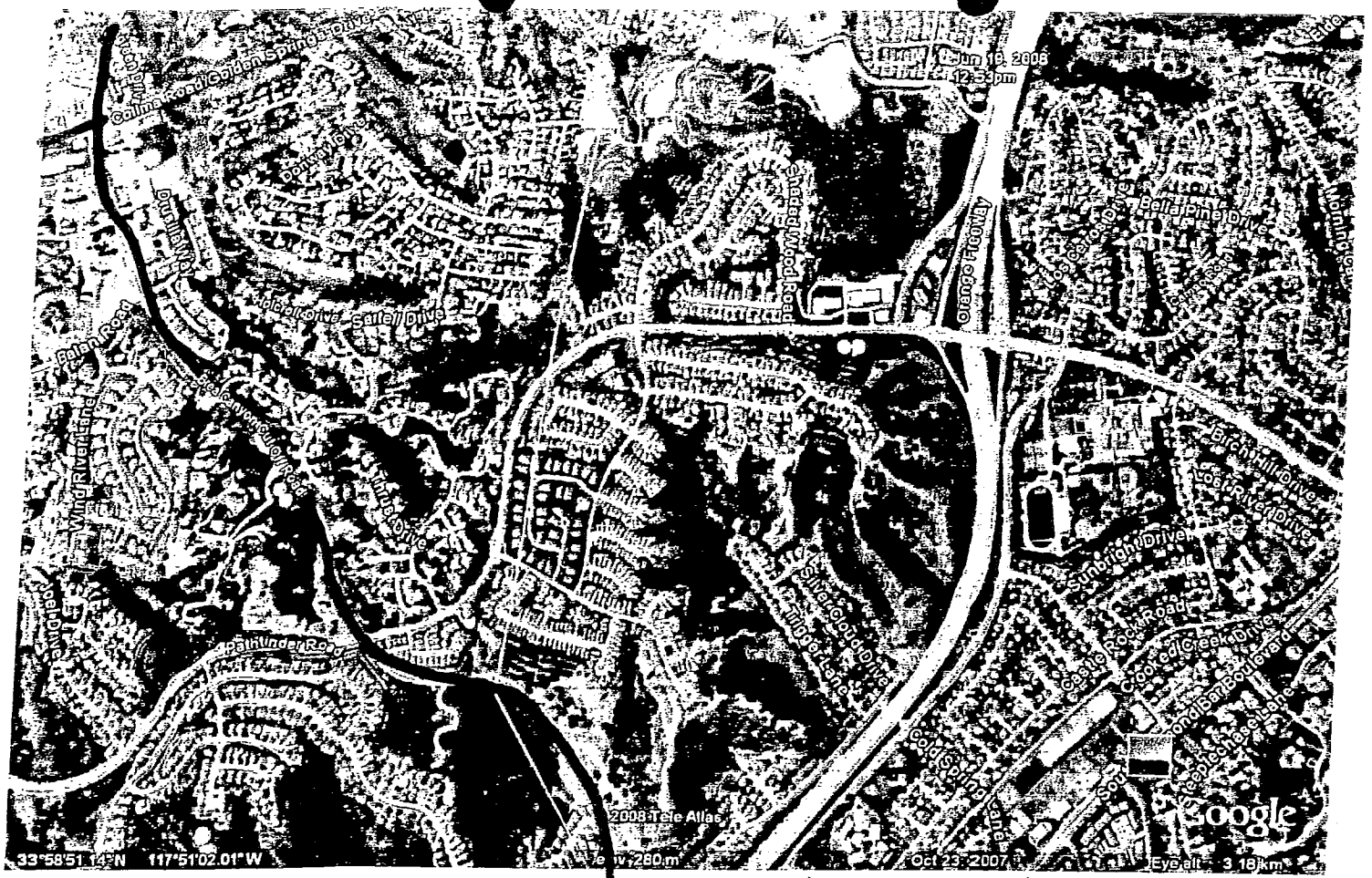
Third, approval of this project on this site without the required Infrastructure improvements, full mitigation of the significant community and regional impacts will be a continuation of the existing policy of development without regard of the effects on existing residents.

The project as proposed without foundational infrastructure, without full mitigation of impacts will only benefit temporary narrow interests and objectives, leaving the permanent negative impacts to be shouldered by the local community.

Regards,

Robert Lewis

Resident of Rowland Heights CSD


Jun 19, 2008
12:33pm
Orange Freeway
Bella Pine Drive
Birch Hill Drive
Sunbright Drive
Castle Rock Road
Clock Creek Drive
Pathfinder Road
Wind River Lane
Palm Road
Silver Cloud Drive
Timber Lane
Golden Spring Drive
Calimesa Boulevard
2008 Tele Atlas
33°58'51.14" N 117°51'02.01" W
Oct 23, 2007
Eye alt 3.18 km
Google

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Scoping Meeting
Canyon Residences Project

June 19, 2008

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Comments: opposed to project. over population, excess traffic raise in crime. overload on infrastructure, pollution water, gas, sewage, etc.
this area was not planned for low density living
approx. 12 plus % increase in an already crowded area.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Fred Salazar

Address: 2375 S Bluehaven Dr.

City/State/ZIP: Rowland Hts CA 91748

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Comments: THE COUNTY BUY THIS PROPERTY AND CONVERT INTO A PARK WITH SENIOR AND YOUTH CENTERS.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: WEMO LAPANTAMSG

Address: 1475W GALAN RD

City/State/ZIP: ROWLAND HTS CA 91748

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Comments: I have great concerns over the traffic and safety of Brea Canyon Cutoff Rodd - particularly at Bickford Dr. The volume and speed of cars coming down this road already make it difficult to safely turn onto Brea Canyon Cutoff from Bickford - This narrow 2 lane stretch on a steep curve is already hazardous with a light or other measures to control speed of traffic

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: _____

Address: _____

City/State/ZIP: _____

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Comments: Projected traffic
" Crime
" Population growth
" environmental destruction
" Security for Senior Citizen living in housing near by.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Maria Salazar

Address: 2375 So Blue Haven Dr

City/State/ZIP: Rowland Hts, CA 91748

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Comments: I would like to say "No" for the new project of new apartment of 4 stories.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: ROBERT HUANG

Address: 19521 BALAN ROAD

City/State/ZIP: ROWLAND HEIGHTS CA 91748

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Comments: Will the County be making any concessions to the Builders such as only building the apartments, but to allow green spaces. With the added traffic who will fund the extra crossing guards

---

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: _____

Address: _____

City/State/ZIP: _____

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Comments: How the traffic, quality of life, property value, schooling would be impacted?

If the county will buy this property and convert it to a park to serve this community that should be better for all

---

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Name: SOUN CHANJAMSRI

Address: 19724 Balan Rd.

City/State/ZIP: Rowland Hts, CA 91748

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Comments: I Hope This Complex doesn't happen I feel that it will bring the values of the homes down. Also more TRAFFIC which IS ALREADY BAD Another Signal that THE School will NEED which will CAUSE more ACCIDENTS. Also NOT FUN For The Students that attend this school that will have to commute. THE CRIME.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Josephine Arnold

Address: [illegible] Sandpiper Drive

City/State/ZIP: [illegible] Ca 9[illegible]

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Comments: I am against this project. There is no proven need for it. Please leave the property zoned to be a church and/or school that can exist for the current community.

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Name: Gloria Briceño

Address: 814 N. San Nicolas Dr.

City/State/ZIP: Walnut, CA 91789

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Comments: I AM AGAINST THIS PROJECT DUE TO TRAFFIC AND SCHOOL BURDEN TO ALL OF CURRENT RESIDENTS.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: WEMOL CHANGTAMSPE (Wimol ay

Address: 19724 BALAN RD

City/State/ZIP: ROWLAND HTS, CA 91748

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Comments: This project will also cause additional traffic problem to already over congested traffic of freeway 60.

'ou may also indicate if you would like to receive notices for hearings on the project. If you wish to have a otice, please be sure to include your name and full address. The EIR will be available at local libraries and ıe County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Feng Jui Kao

Address: 1407 Painter Dr.

City/State/ZIP: Walnut Ca. 91789

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Comments: Negative! Have you considered traffic, crime, new stop lights. We are already in heavy traffic (Colima & Brea Canyon). zone Keep the school it is nice and a blessing. No apartments please!!

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Name: Janette Sterling

Address: 20575 Starshine Rd.

City/State/ZIP: Walnut CA 91789

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Comments: DO NOT WANT this PROJECT
TRAFFIC PROBLEM, BAD influence
NO Good for US.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: JAMES C WANG

Address: 19509 BALAN RD

City/State/ZIP: RowLAND HTS, CA 91748

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2. Oak Tree Permit No. ROAKT200800015
3. Conditional Use Permit No. RCUPT200800069
4. Area Plan Amendment No. RPAT200800004
5. Zone Change No. RZCT200800015

This form allows you to make comments on what you believe should be addressed in the Draft Environmental Impact Report. You may submit your comments at this scoping meeting or mail to:

Anthony Curzi, Regional Planning Assistant, Impact Analysis
Los Angeles County Department Of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **July 7, 2008 at 5:00 P.M.**

Comments: For traffic & good education,
I am against this Project

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Lai Yeung

Address: 19509 Balan Rd.

City/State/ZIP: Rowland Hts., CA 91748

Public Input Form
Scoping Meeting
Canyon Residences Project

June 19, 2008

Required Approvals:

1. Environmental No. RENVT200800042
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Los Angeles, CA 90012

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Comments: 3 + 4 stories is way too much traffic and way many units for such a small corner lot! The heigh should be no more the 2 stories. I am a resident condo owner Palatine Hills! I think a less dense type of project should be built or keep the school!

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Juanita Roman

Address: 2044 Darian Dr

City/State/ZIP: Walnut Calif 91789

Public Input Form
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320 West Temple Street
Los Angeles, CA 90012

Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **July 7, 2008 at 5:00 P.M.**

Comments: ITEMS TO BE CONSIDERED FOR EIR
- PARK SPACE TO POPULATION DENSITY (OPEN SPACE)
- UPCOMING "WATER CRISIS" AS REPORTED TO YOUR BD.
- "LOSS OF BENIFITS", SCHOOL FACILITY; FARMERS MARKET
- NOT CONSISTANT WITH RESIDENTIAL USAGE OF SURROUNDING COMMUNITY (VISUALLY OFFENSIVE)
- MORE LOSS OF LARGE OXYGEN PRODUCING TREES (ALSO, COOLING EFFECT) 2:1 REPLACEMENT RATIO TOO LITTLE AND WITH NO DEFINITE TIME PROVISION

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: JOHN BELLAN

Address: 1441 S. PASO REAL #100

City/State/ZIP: ROWLAND HTS, CA 91748

PLEASE NOTIFY ON "HEARINGS ON PROJECT".

July 20, 2008

Via email, fax, and mail
ecurzi@planning.lacounty.gov
fax: 213- 626-0434

Mr. Anthony Curzi
County of Los Angeles Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012-3225

Dear Mr. Curzi:

We have learned of and are opposed to the development proposed by Trammell Crow on Brea Canyon Road, at the site of the Southland Church and School in the city of Rowland Heights, and we are concerned what a 700-plus apartment complex project would do to our environment.

The proposed plan is not a good idea for our community. The development would bring in such a massive influx of traffic to an area already crowded. We know the development would increase traffic and would bring extra pollution, noise, and inadequate parking to an area that is already fully developed. To develop this area any further would take away from the community already in place. With 775 extra households, (and if there are 2 cars per household) there would be approximately 1500-plus extra cars going in and out of Brea Canyon Road everyday. This will be problematic and disastrous for the residents already living in the area.

Additionally, the development would stretch the resources of our community – water, electricity, energy, etc. at a time when we should be using the resources of our city more carefully and with careful consideration.

Last but not least, we are concerned what this development would do to our community aesthetics. We do not want such a huge development to become a reason for devaluation in our home, a home that we have been living in and plan on living in for a number of years to come.

We thank you for your time and patience. Please let us know if you have any questions or concerns. We look forward to hearing from you.

Sincerely,

Tony Lai

Cynthia Lai

2185 Victoria Way
Rowland Heights, CA 91748

Curzi, Anthony

From: jackie rosheim [jackyparrott@yahoo.com]
Sent: Monday, July 21, 2008 7:04 PM
To: Curzi, Anthony
Subject: canyon residence in rowland hts

My name is jackie rosheim. I live at 3147 fallow field drive in diamond bar. The development of this complex will be too large for this community. The schools are already in make shift rooms. The traffic on my street for diamond bar high school is already a hazard. Please don't allow them to ruin this small community.

Curzi, Anthony

From: Mary Ethelwyn Sanchez [ethel_10@sbcglobal.net]
Sent: Monday, July 21, 2008 9:24 PM
To: Curzi, Anthony
Subject: 775 unit apartment complex in Rowland Heights

This letter is to inform you that I am not please with the plan to build a 775-unit apartment complex in Rowland Heights. Please reconsider your plans. The housing market is down why not help the future residents of this apartment complex buy their first home instead? Thank you for your time.

concerned resident,
Sanchez Family

Curzi, Anthony

From: Dignamm@aol.com
Sent: Monday, July 21, 2008 11:01 PM
To: Curzi, Anthony
Cc: THewl62452@aol.com
Subject: Trammel Crowe Rowland Heights Development

Mr. Anthony Carzi
L.A. County Department of Regonal Planning

Dear Mr. Curzi:

My husband and I very much object to the Trammel Crowe proposed 775 unit condo/townhome/apartment development at Brea Canyon Cutoff in Rowland Heights. We have lived in this community for over 30 years and moved here for the rural atmosphere that this community provided. Since that time we have witnessed tremendous residential and commercial building overgrowth in what used to be a lovely rural town. Never in our wildest dreams could we have imagined the over-development that has taken place here. Now, when driving across Colima Road (which used to take 5 minutes from one end of town to the opposite end and now takes 30 minutes because of excessive traffic) we cannot even read the names of the foreign, mostly Asian , businesses that have moved into this town. We have seen the unfortunate demise of several excellent American businesses because the Asians patronize Asian businesses. As the population demographics have changed, many American businesses have simply been driven out of town. The Christian Church that currently owns the property in question is a perfect example of this. Their congregation numbers have greatly diminished as their members have moved out of Rowland Heights and as more Asian cultures have moved in. Hence, their need to move to a more "Christian congregation-friendly" location.....like, maybe Whittier?

Current congested traffic is unbearable. An additional 775 homes built on a very busy intersection of Colima and Brea Canyon will add at least 1400 more vehicles every morning and 1400 additional vehicles every afternoon. There simply is not enough infrastructure in Rowland Heights to support this population increase. We would object to a 200 unit residential complex for the same reasons, but a 775 unit project is out of the question.

People who rent apartments tend to be transitory. As our demographic population has changed over the years, we have seen increased gang activity and graffiti. This will only get worse with the increase in population this development would bring. Additional law enforcement will be required. Parks will become over-crowded; pollution of all types will increase.

In January of this year Kim Paperin, Project Manager of Trammel Crowe, made a presentation to the Rowland Heights Community Coordinating Council regarding this project. I was in attendance at that meeting. No one was impressed with her presentation and her "sales pitch" in which she stated that the Trammel Crowe development is an example of "smart growth." Not one person in attendance was in support of this project. We can't fathom a 4-story residential complex in our town. In China this would be acceptable. In Rowland Heights it is not!

Mr. Curzi, like everything else in today's world, this project is simply about greed and money. There is no regard for the devastating effects this will have on current residents/taxpayers in Rowland Heights and our surrounding communities.

I would like to hear from you regarding the current status of this project. Is this such a "done-deal", whereby input from our community is a wasted effort? Can we still impact the outcome of this development? I am mailing a copy of this e-mail to others that I feel should know about our concerns. It was my impression that any comments regarding this issue had to be received by your office no later than today. We have been out of town for the past 6 weeks and I wanted our thoughts to be included with others who, hopefully, have responded to this important issue for Rowland Heights/Walnut and surrounding communities. I look forward to hearing from you.

Thank you,

Marilyn Hewlett
20360 Lake Canyon Drive
Walnut. Ca. 91789
909 595-7351

CC: David Rodriquez - President Rowland Heights Community Coordinating Council

Don Knabe, Supervisor 4th District L.A. County
Bruce W. McClendon, FAICP Director of Planning
Paul McCarthy, Supervising Regional Planner Impact Analysis
Mr. Lee Doyle - Concerned Walnut Resident communicating to the above parties on our behalf

---

Get fantasy football with free live scoring. Sign up for FanHouse Fantasy Football today.

Curzi, Anthony

From: Christina Kim [pariskinko@yahoo.com]
Sent: Monday, July 21, 2008 11:34 PM
To: Curzi, Anthony
Subject: Project No: R2008-00549

My name is Christina Kim and reside at 2023 Dacian Street in Walnut, CA, in the Palatine Hills townhomes and disapprove of the above-mentioned project, for the following reasons:

1. My property is located right next to the Brea Canyon Cut-Off Street, and right next to the proposed location. It already brings pollutants such as dust, car brake fumes and noise from this street. This is a direct street that leads to the 57 and the 60 freeways and it produces lots of traffic. I cannot leave the windows open that is facing this side of the street. The proposed project will add more pollutants, noise and traffic.

2. Unless it is a private residential property project such as single home or condo residences, the massive apartment project that is being proposed will certainly add crime to the now safe neighborhood. You will take away the safety in addition to the loss of home value to the surrounding areas.

3. My kids currently attend Ybarra Elementary which is less than a mile to the propsed project. It is a small sized school which has now added mobile class rooms to include a Jr. High for the 7th and 8th graders. The class rooms are already crowded with an average of 20 students per class in the lower grades and 30 students per class in the upper grades. The Southland private school that is currently on this project address will be closed, if this project is approved. It's inevitalbe that some of the Southland students will now seek access to the nearby public schools. Thereby, crowding the current elementary school(s) but in addition, if you allow this project to go forward, we will be forced to accomodate even more kids from the proposed 775 leased units. I am deeply concerned because the school district for your proposed project will no doubtedly be Ybarra as this is the closest school to your proposed project. Where and how are you going to fit all these children into the schools?

4. If this project is ever to be approved, it must be done in conjuction with an additional elementary and/or Jr. high school built in the nearby area in addition to a retaining wall for the Palatine Hills townhomes.

5. I will certainly approve of private single homes or condos to the proposed location because it will bring in less numbers than the proposed project. Also, it is a given fact that private homeowners are more responsible who protect their homes and their neighborhood because they have their own investment to protect. Isnt't this why people move into the suburbs like I have to have peace, safety and to provide good non-crowded schools for our children? I disapprove of this massive lease unit project for all the reasons stated

above.

Curzi, Anthony

From: anne sanchez [events4_u@yahoo.com]
Sent: Monday, July 21, 2008 9:25 AM
To: Curzi, Anthony
Subject: no on apartment complex

To whom it may concern,

I would like to reply regarding the possible building of apartment complexes at the Christian Chapel site. I do not approve and would not like to see this happen. There are many apartment rentals within the vicinity that have vacancy. Pleasant Ridge has vacancy and that is along Colima. All along Nogales near the high school also has vacancy's. If one needs an apartment Chino Hills has many apartment's and also the city of Chino is building a brand new complex. Rowland heights is already congested enough. It can take 30 minutes from the beginning of Azusa to the end of fairway if you take Colima. Rowland Heights is a suburb we are not in need of an additional 775 cars, I personally have lived in this city for 23 years I would not like to see it look like 3rd and vermont in L.A. The suburbs is known for the outskirt city avoid traffic and enjoy SPACE and lots of it. I would hate to see Rowland Heights be like Glendale and Burbank, Pasadena where you can't have a descent party in your own home due to the fact your guest have no where to park. Or like in LA where you need to pay for parking permits this is why we live far from the city. We love space and we do not need an additional 775 cars in our way. In which our insurance may go up because that will give us 775 more chances of getting involved in a car accident.

sincerely,
anne

Curzi, Anthony

From: Verlynn Gojit [vrgojit@hotmail.com]
Sent: Monday, July 21, 2008 9:29 AM
To: Curzi, Anthony
Subject: NO to 775 unit apartment

My family and I would not like you to build the 775 unit apartment. We have many buildings around our city, and this would also create more unnecessary traffic and congestion.

Thank you.

Stay in touch when you're away with Windows Live Messenger. IM anytime you're online.

RECEIVED
JUL 21 2008

July 18, 2008

Mr. Anthony Curzi
County of Los Angeles Dept. of Regional Planning

Dear Mr. Curzi,

I have lived in the Palatine Hills townhomes for 30+ years. This property is adjacent to the proposed project. I, therefore, have seen many changes to this small and lovely neighborhood.

One of the worst changes was the widening of Brea Canyon Cutoff and the huge increase in traffic. Also this area has had many more homes built, thus increasing noise, traffic and pollution.

Now you are proposing to literally stuff 775 units into a small area. The math says at least 550 more people will be living there and possibly 3,100 people not including visitors. Draw it my question.

Traffic: What independent studies have [illegible]

Zoning cont.: light agriculture. This is buffer zone between all the high density housing in the surrounding areas. Open space is at a premium in this area and you want to eliminate this buffer zone. My question is, why?

Public access: Currently, the property has public access to parts of its facilities and a weekly Farmer's Market on site. You have cited many facilities to be built for the project. Will any have public access?

Environment: Have you considered the impact of increased water usage, sewer usage, noise pollution? What independent studies have been done? You want to remove 3 oak trees, will they be replaced?

I am totally opposed to this project for the reasons cited. Please do not go forward.

Sincerely yours,

[illegible]

Public Input Form
Scoping Meeting
Canyon Residences Project

June 19, 2008

Required Approvals:

1. Environmental No. RENVT200800042
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3. Conditional Use Permit No. RCUPT200800069
4. Area Plan Amendment No. RPAT200800004
5. Zone Change No. RZCT200800015

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Los Angeles County Department Of Regional Planning
320 West Temple Street
Los Angeles, CA 90012
e-mail: acurzi@planning.lacounty.gov

Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **July 21, 2008 at 5:00 P.M.**

Comments: I am against this project because of possibly traffic, air polution and crime issues.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: MIKE S. FANG

Address: 19318 TEMRE LN

City/State/ZIP: ROWLAND HTS, CA 91748

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Comments: - Traffic increases.
- Taking away family atmosphere, replacing it with mostly single people or couples with no children.
- Aesthetics will be drastically changed.
- Parking spaces are too limited
- Apartments will deteriorate over time as pride of ownership is not as strong.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: [illegible]

Address: [illegible]

City/State/ZIP: [illegible]

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Los Angeles, CA 90012
e-mail: acurzi@planning.lacounty.gov

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Comments: I am very concerned about the zoning variance. This neighborhood was not planned to "fit" such a high density project.
I am concerned about traffic on Colima & on ramps to 60 + 57 Fwys.
Also, with water being such a problem how will this project impact our water supplies

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Kathleen Stapleton
Address: 1303 Kingsmill Ave
City/State/ZIP: Rowland Hts. CA 91748

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Los Angeles County Department Of Regional Planning
320 West Temple Street
Los Angeles, CA 90012
e-mail: acurzi@planning.lacounty.gov

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Comments: The additional car trips from residents of the proposed will have a major impact on traffic on Colima Blvd. The conjestion at Colima & Brea Canyon cut off is already too great. Sometimes it takes several light cycles, (several minutes) to get through the traffic conjestion at Fullerton & Colima. The additional car trips will have an exponential impact on traffic conjestion.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Charles Starkey

Address: 1303 Kingsmill Ave

City/State/ZIP: Rowland Heights, CA 91748

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Los Angeles County Department Of Regional Planning
320 West Temple Street
Los Angeles, CA 90012
e-mail: acurzi@planning.lacounty.gov

Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **July 21, 2008 at 5:00 P.M.**

Comments: This is a bad idea! I hate it!!!

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: SUE RICHARDSON

Address: [illegible] BLANCO AVE

City/State/ZIP: [illegible] HEIGHTS CA 9[illegible]

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e-mail: acurzi@planning.lacounty.gov

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Comments: Do all the ill conceived projects to come to this area of this country this is one of the worst.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: [illegible]

Address: [illegible]

City/State/ZIP: [illegible]

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Los Angeles, CA 90012
e-mail: acurzi@planning.lacounty.gov

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Comments: BASED ON MY PERSONAL & PROFESSIONAL EXPERIENCES, THE ALLOWED PARKING SHOWN ON THE SCHEMATIC PLANS WILL NOT BE SUFFICIENT FOR RESIDENTS & VISITORS DURING ACTUAL USAGE. I'M VERY CONCERNED THAT OVERFLOW PARKING WILL BE FILLING BREA CANYON CUTOFF DURING EVENINGS & WEEKENDS AT ALL TIMES.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: HENRY WOO (ARCHITECT)

Address: 1757 PEPPERDALE DR. R.H.

City/State/ZIP: CALIF. 91748

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Los Angeles County Department Of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **July ~~7~~ 21, 2008 at 5:00 P.M.**

Comments: THIS PROJECT IS TOO LARGE IN THE NUMBER OF STORIES (EG FOUR LEVELS) AND THE ADDITIONAL VEHICLE TRAFFIC (EG PROJECTED 1200+ CARS) ARE NOT CONDUCIVE TO AREA. THE INCREASE IN TRAFFIC CONGESTION, THE NUMBER OF THE PEOPLE WILL NEGATIVELY IMPACT THE SURROUNDING COMMUNITY. WE OPPOSE THE PROJECT AS IT NOW IS PROPOSED. THIS PROJECT NEEDS BE REVISED DOWNWARD IN NUMBERS OF UNITS + NO MORE THAN 10 STORIES IN HEIGHT. WE STRONGLY OPPOSE THIS PROJECT!

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: [illegible]

Address: [illegible]

City/State/ZIP: [illegible]

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320 West Temple Street
Los Angeles, CA 90012

xtended

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Comments: -Traffic impact assessment on Colima by Fairway, Brea Canyon Cut-off area during busy hours and weekends. Residents of 775 units living in the area versus parents drop off/picku school children.

- Impact assessment on existing municipal services (library, post office), nearby parks, nearby commercial services & its parking capacity that are obviously not built/planned to support add'l 775 units apt. complex
- Assurance of adequate parking spaces for the apt. complex residents & their guests within the complex. No street parking. 775 x (1/2/3 bedrooms), 2 or 3 drivers/unit.
- Aesthetic consideration to ensure proper blending of surrounding areas (golf course, view of Mt. Baldy, foothill areas), ensure no preferential-spot-zoning.
- Analysis on the need for such urban development in a suburb area / Rowland Heights, Hac Diamond Bar which are primarily single family residences unlike downtown Los Angeles.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Lily TANDJUNG

Address: 19508 Galeview Dr.

City/State/ZIP: Rowland Heights, CA 91748

July 18, 2008

Mr. Anthony Curzi
L.A. County Dept. of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012-3225

RE: 775 Multi family apartment complex
Brea Canyon Cutoff Road in Rowland Heights

Dear Mr. Curzi,

We would like to express to you our objection to the 775 unit apartment complex to be built in our neighborhood.

Our neighborhood has become so over-crowded and so burdened with traffic already, the addition of so many more people and cars that this project would bring , would create dramatic undesirable changes to our neighborhood.

Your consideration of this problem would be greatly appreciated.

Sincerely,
Clyde Taylor
Diane Taylor
Clyde and Diane Taylor
20136 Rhapsody Rd.
Walnut, CA 91789

7/10/08

Anthony Curzi
LA County Dept. of Regional Planning
320 W. Temple St..
Los Angeles, CA 90012-3225

To Whom It May Concern:

We live very near to So. Brea Canyon Cut-off (Fairway) and Colima Road, in the area of Rowland Heights, CA. We are deeply concerned about a potential large apartment complex (**775 units**) to be located on So. Brea Canyon Cut-off (**changes name to "Fairway"** at Colima) and now in the process of obtaining the required approvals.

Colima Road is extremely busy at this time and traffic is a major concern. It is already difficult to get out of the nearby commercial complex (just one example) and try to cross Fairway to turn left on Colima at certain times of the day. Fairway (So. Brea Canyon Cut-off) is the street that leads to the freeway (60) on/off ramp very nearby. I can't even imagine the future nightmare of driving up and down Colima due to the increased traffic at this and many other places along Colima Rd. - let alone trying to get to, and from, the freeway.

This area is not adequately designed to handle the projected amount of traffic due to these potential units in addition to the many other approved, nearby commercial buildings in process. In fact, the code for parking space at this complex is totally inadequate because couples and families (very, very few individuals would pay the kind of rent they want) will not have an average 1½ cars per unit. At a minimum each unit would average at least 2 cars.

This project will cause increased stress, animosity and the consequential increase in crime. On occasion, we personally have had to deal with teenagers sliding down the golf course green on large cubes of ice, very late at night/morning, making lots of noise. Those projected apartments are contiguous to the golf course and will bring in more kids tempted by the green fairway to cause problems for the golf course and residents nearby, perhaps a small issue but one of too many. We are concerned about water availability in times of drought and other anticipated situations. Many in our local community are upset about this project; it is just going too far.

Please help bring some sanity to this situation and eliminate the many potential problems for those living in this area. This project should be stopped before it is too late.

Sincerely,

Anita Lima 7-19-08

Mr. Anthony Curzi
County of Los Angeles Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012-3225

Re: Massive 775 unit apartment project at Rowland Heights on Brea Canyon Cutoff Road

Dear Mr. Anthony Curzi:

As a long resident of Rowland Heights, I have enjoyed quality life in this great neighborhood where many people chose to live here and raise their children. This community has natural quietness and peaceful way of life, are one of the reasons we made it our home.

Now, I just found out that this great living condition may be changed due to the planned construction of Massive 775 unit apartment project with multiple 3 and 4 story buildings. My family and I feel that the development of this project in the proposed area which is one of the busiest areas in the area will have a very negative impact in our life. I am writing this letter **to voice our strongest objections.**

This new development will add huge traffic volumes, increase automobiles will bring noise, air-pollution, and unsafe conditions to our community, especially the safety of our children and seniors.

Our family loves this community and we are very proud of. We want to maintain the quality of life for our next generation.

I urge you to vote on your good conscience and make the right decision for the current community to reject the project.

Thank you very much for your attention.

Yours Truly,

David Yu
Virginia Yu
Caleb Yu
Ju-Ken Yu
Chin-Pi Yu

2179 Wind River Lane
Rowland Heights, CA 91748

7/10/08

Anthony Curzi
LA County Dept. of Regional Planning
320 W. Temple St..
Los Angeles, CA 90012-3225

To Whom It May Concern:

We live very near to So. Brea Canyon Cut-off (Fairway) and Colima Road, in the area of Rowland Heights, CA. We are deeply concerned about a potential large apartment complex (**775 units**) to be located on So. Brea Canyon Cut-off (**changes name to "Fairway"** at Colima) and now in the process of obtaining the required approvals.

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Please help bring some sanity to this situation and eliminate the many potential problems for those living in this area. This project should be stopped before it is too late.

Sincerely,

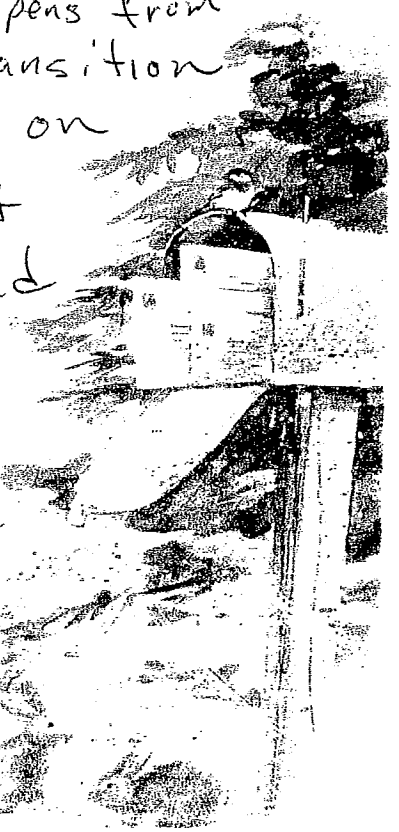
7/18/08

Dear Athony Curzi:

I have been a resident of Rowland Hts for over 30 years and have seen it grow from a rural equistrion Community to an overcrowded, overdeveloped, High density Community. As first promised our horse trails would be dedicated and remain open to us indefinetly. Instead the area was so developed and no access over Pathfinder to the trails above, cut us off. Having no access to our trails because of the development, we were forced to give up our horses. That was no. 1

As you Know or dont Know that here in Rowland Hts, the Single dwellings now House more than one family. In some as much as three and increases the density of people as well as Auto traffic. Where once I could drive to Fullerton Blvd from Fairway in 7 minuets, it can now take more than 20 minuets and longer. It gets bumper to bumber from Fullerton ~~and~~ to Gale from Colima trying to get on the Freeway. This also happens from Colima to Gale on Nogalas. Cannot even transition onto the Freeway because of the backup on Nogales.

That is why I'm opposed to the 775-unit apartment complex. Over crowded as Rowland Hts is now, at then impacting it with 775 apartments is way out of line. How much water, Seawase and trash above what we have now is or will be added to an area overstresed as it is now. You are very luck not to live here in Rowland Hts where there seem to be no limit on the building permits issued. I've



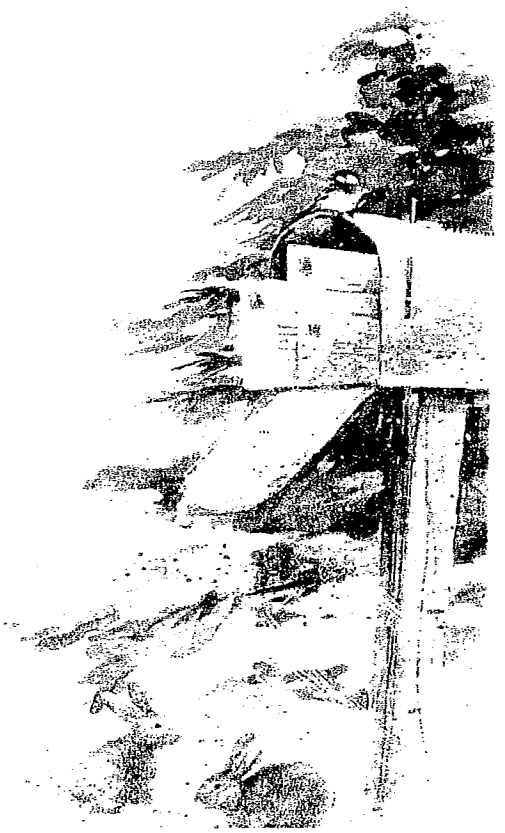
seen plots of land where befor no way would it be allowed to build a structure. But somehow permits are allowed and congestion grows. my bisgest concern regarding the building of the 775 units is that for me to enter Brea Canyon Cutoff from Reedview is dangerous enough now. The 775 unit traffic will be added to this area, getting to the Freeway from Colima and Fairway will be just as it is from Colima on Fullerton Blvd. So again I'm <u>opposed</u> to the 775 Unit complex.

Sincerly

Bartolo Hernandez

Bartolo Louie Hernandez
1939 Pepperdale Dr.
Rowland Heights, CA 91748-3225

(909) 594-9575



Mr. Anthony Cuorzi
L.A. County of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012-3225

RECEIVED
JUL 2

This letter is in response to the article in the San Gabriel Tribune. Requesting residents of the community to express their concerns of the potential impacts that proposed 775 apartment complex on Brea Canyon Rd./ Colima Rd. in the city of Rowland Heights will have on our community.

I Margarit Salas have been a resident in Rowland Heights area for (23) years. I am concern of the impact and how it may affect the quality of life and our environmental stability. Below, I have outlined my reasons for apposing the development.

A) *Quality of life issues:*

- A soar of new families while bring young school children, who have to attend the immediate elementary schools within a two-mile radius
- With the additional influx of grammar school children, our schools will swell to over crowding classrooms. Overcrowding in the classrooms can affect our children's consecration. In addition, the student to a teacher ratio will increase.
- Teachers may leave the district and go to other districts to avoid the overcrowding.
- Overcrowding classrooms will to lead to purchasing portable classrooms. Funds to purchase the portable classrooms will come from the district budget. Funds can be used to purchase greatly needed supplies or outside field trips and such.
- This in turn will cause the portable classroom to be placed on the children's grassy area or their designated exercise areas.
- The state of California continues to suffer from the shortage of teachers, so hiring additional is not really an option

- The increase of additional students, will create more vehicle traffic within the residential streets surrounding the elementary schools.
- From my own experience, I have found the traffic to swell during the hours of: 7:00 a.m. 8:30 a.m. and again between the hours of 2:00pm- 3:45 p.m., these hours are indicative when the children are dropped off and picked up by their parents or caretakers. During these times I find it very difficult to drive back onto my street to proceed home.

B) *Collisions:*

- According to statistics published by the California Highway Patrol, These stats indicate the traffic accidents from 2006-2008. The following stats are for the indicated ***year*** and the amount of ***accidents*** for the intersections of *BREA CANYON RD. AT COLIMA RD.*

2006 - Accidents = 16
2007- Accidents = 19
2008- Currently = 7

The hours of these accidents hours are as follows;

- 7:50 a.m.
- 9:00 a.m.
- 2:00 p.m.
- 2:30 p.m.
- 4:30 p.m.
- (Other times include: 10:50 pm & 2:30 a.m.)

I) For the entire city of Rowland Heights collisions recorded are as follows:

YEAR	COLLISIONS	FATALITIES	INJURED	D.U.I.'S
2006	511	6	129	24
2007	439	4	136	29
2008 PRESENT	209	0	59	10

Overall, collisions have decreased as a whole, unfortunately the collisions at the in the intersections of Brea Canyon Rd at Colima Rd. have increased.

C) *Crime:*

- Rowland Heights is an unincorporated area of Los Angeles. Therefore, our policing is provided by the Los Angeles County Sheriff's Department/ Walnut- Diamond Bar Station. Unlike cities that are contracted with the Sheriff's Department, unincorporated cities within the county are always effective with budget cuts. A radio car assigned to the Rowland Heights area will be "busted" and will not be filled if there is a sick call in. The county cars will just "run short." The radio cars assigned to Rowland Heights (as known as county cars) are often assigned to assist other units working in the contracted adjoining cities. Contracted cities pay the county for a certain amount of policing. If the contract pays for 3 or 4 radio cars, they better have 3 or 4 radio cars at all times. Therefore, calls for service on routine calls in the county are usually delayed. Only emergency calls will be handled as such.

- As of April of this year, these are the arrest, for Part I Arrest.

Part I arrest included:

Assault/ Aggravated:	7
Burglaries:	4
Thefts:	3
G.T.A.'s	1
	TOTAL: 15

Part II arrest included:

Sex offenses(Felonies):	2
Narcotics:	19
Drunk:	2
Drunk Driving:	1
Vehicle Laws:	13
Vandalism:	2
Felonies; Misc:	16
	TOTAL: 55

Part III arrest included:

(Non-criminal):	7

GRAND TOTAL ARRESTS AS OF APRIL: 155

In closing:

I am a proud resident of Rowland Heights who has a great amount of investment within my community. I have raised three children, mostly on my own. Their ages are, 25,23,18. There is no way I could have raised them on my own without the help of a safe environment that this community provided us. Each of my children are all active, contributing citizens of this community. In addition, one of my children has served his country and proudly represented Rowland Heights. This city has maintained a quiet and "country" type of feeling. Some areas of Rowland Heights are still zoned for Horses and small farm animals.

On many occasion when I'm ask where I live, people usually are not familiar with the Rowland Heights area. In order to assist them and to give them a sense of location, I explain to them, it is between Diamond Bar and Walnut.

I am fortunate to leave on a quiet block where my neighbors know each other and watch out for our well being. We share and celebrate birthdays, graduations, retirements, births and in some incident's death.

I realize the stats probably do not mean anything to anyone but me. With the increase of additional population, our safety will be jeopardized. Crime will increase and traffic will be unbearable. Classrooms will be overcrowded. The demands of a larger population will stretch all our resources to bare medium. Further single mothers' will not be able to raise their children without being concern for their safety. It is my hope and prayer the residents of Rowland Heights feel as passionate as I, in regards to apposing to the development of the apartment complex. This community will lose the "tight, close net" feeling that our community has sustained.

Please consider building a new POST OFFICE. Rowland Heights has out grown their little post office.

THANK YOU,

Margarit Salas

MARGARIT SALAS

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Bruce W. McClendon FAICP
Director of Planning

June 26, 2008

NOTICE OF PUBLIC COMMENT PERIOD EXTENSION FOR NOTICE OF PREPARATION

PROJECT NAME: Canyon Residences

PROJECT NO: R2008-00549

CASE NO: RPAT200800004, RZCT200800015, RCUPT200800069, ROAKT200800015, RENVT200800042

PROJECT ADDRESS: 1920 Brea Canyon Cut-Off Road
Rowland Heights, CA 91748

RECEIVED
JUL 21 2008

CEQA LEAD AGENCY: County of Los Angeles
Department of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012

COMMENT DUE DATE: Extended through Monday, July 21, 2008

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15082, once the Lead Agency decides an Environmental Impact Report (EIR) is required for a proposed project, a Notice of Preparation (NOP) describing the proposed project and its potential environmental effects shall be prepared. The intent of the NOP is to solicit comments regarding the scope and content of the EIR. The NOP is required to be distributed to both responsible and trustee agencies with a comment period of no less than 30 days in order to allow for the Lead Agency to receive meaningful responses.

The NOP for the proposed Canyon Residences Project stated that it would be circulated for review from June 6, 2008 to July 7, 2008. **The Los Angeles County Department of Regional Planning, as lead agency for the project, is extending the public comment period through Monday, July 21, 2008.** A brief description of the proposed project is provided below. Additionally, the NOP is available for public and agency review at the County's website at http://planning.co.la.ca.us/case.htm. Hard copies of the original NOP are also available at the following libraries:

1. Rowland Heights Library
   1850 Nogales Street
   Rowland Heights, CA 91748-2945

   Environmental Documents
   Phone: (626) 912-5348

2. Diamond Bar Library
1061 South Grand Avenue
Diamond Bar, CA 91765-2299

Environmental Documents
Phone: (909) 861-4978

SUMMARY OF PROPOSED PROJECT

Canyon Apartments LLC proposes the development of a multi-family residential rental community (proposed project) at 1920 Brea Canyon Cut-Off Road (project site) in the Rowland Heights community of unincorporated Los Angeles County. The proposed project would consist of multiple residential buildings containing 775 for-lease residential units on 15.7 acres. The development would be composed of three different building types, including podium building units, townhomes, and wrap-around buildings. In addition to the residential units, the development would include recreational amenities that will serve all project residents. Such amenities as currently proposed may include a central recreational facility, swimming pools, spas, fitness centers, social rooms, and a business center. The proposed project would also include landscaping throughout the project site. Upon completion, the proposed project will include a maximum of approximately 924,250 square feet of gross floor area. The applicant is also applying for a (1) Zone Change from the existing A-1-20,000 (Light Agriculture) designation to Residential Planned Development 50 U, (2) Conditional Use Permit, (3) Amendment to the Rowland Heights Community Plan to amend the existing Category P designation (Public and Semi-Public Facilities) to Urban 6 (35.1 to 50 dwelling units per acre), and (4) Oak Tree Permit for the removal of three oak trees. Currently there exists a church and private school on the site.

REQUEST FOR COMMENTS

The Los Angeles County Department of Regional Planning welcomes all comments regarding potential environmental impacts of the proposed project. All comments will be considered in the preparation of the EIR.

Please direct your comments to:

Mr. Anthony Curzi
County of Los Angeles Department of Regional Planning
320 West Temple Street
Room 1348, Impact Analysis Section
Los Angeles, CA 90012-3225
Telephone: (213) 974-6461
Fax: (213) 626-0434
email: acurzi@planning.lacounty.gov

To: Mr. Anthony Curzi

From: Alfred K. Chan at 2045 Gene Ct., Rowland Hts. CA 91748

Re: Canyon Residences, R2008-00549

Project Address: 1920 Brea Canyon Cut-Off Road, RH, CA 91748

Date: July 13, 2008

As a resident residing at the address indicated above, I am writing to comment on the possible negative impact the new housing project may have in our community.

I have been to the Rowland Hts. Library to review the report that has been published earlier, and I have noted some deficiency or oversight in the report.

TRAFFIC

1. Impact on Commuting Traffic

The report has indicated that the proposed project is approx. 0.8 miles from I60 freeway to the North. In addition, it is also about 1.3 miles from I57 to the South. There is certain section of the Brea Canyon Cut-off Road that is "2-lane, 2-direction" i.e. between Balan Road and Pathfinder Road. The building of 775 residential units to the community will add approx. 500-1000 cars per day to this section of the road, assuming 2 cars per each of the 775 rental residential unit. The added traffic will definitely overwhelm this portion of Brea Canyon Cut-off Road **before** and **after** the completion of the project.

2. Impact on School Traffic

There are 3 elementary schools within 3 miles radius of the proposed project. The presence of heavy trucks and equipment during the construction period will pose potential hazard to commuters and parents driving children to school. In addition, the addition of more than 1000 cars to the area will worsen the current traffic condition and may cause safety concern to school children going to and from schools.

3. Impact on Local Traffic

Currently heavy traffic has been noted on Colima Road at the intersection of Nogales and

Fullerton Road. The increased traffic will add travel time, congestion and air pollution to the surrounding communities, thus leaving a larger carbon footprint to the local residents.

4. Parking and Disruption of Flow of Traffic

The building of 775 rental unit in the proposed site will inevitable invites unwanted traffic to the local community. Legal and illegal parking along Brea Canyon Cut-off Road will pose safety hazard to local residents.

5. Impact on Walking and Cycling Traffic

Currently, there is a lot of walking and cycling traffic around the community because of its park-like environmental setting and country-style living condition. With the recent increase in gasoline price, more and more residents within the communities will increase walking and biking traffic in our local commuting. In such a case, additional traffic will pose potential hazard and safety concern to the residents who used to walking and cycling to vicinity.

FIRE AND SHERIFF SERVICES

I am particular concern about the increased demand for such services and the delay in response time from various emergency services providers because of the addition of 775 rental residential unit under the proposed project.

EDUCATION SERVICE

The increase of 775 household, an addition of 1500 to 2000 residents will strain the current education facilities from pre-school to adult level of education for the next coming 10-15 years. With the foreseeable budget shortfall in education, I seriously doubt the current education services will be sufficient to handle such increase.

CHARACTER OF THE COMMUNITY

The current profile of the community is primarily comprised of 1 or 2 story individual single-family houses **NOT** multi-level rental residential units as proposed in this housing

project. The building of such rental units around the existing setting will be in contrast to the general planning of this community, not to mention the potential drop in the market value of our neighborhood because of the increasing (unwanted) traffic and diminishing community services as indicated above.

PROPOSED ALTERNATIVE USAGE

1. Senior and Community Center

As the population is growing older, this is our responsibility to prepare our community for challenges for years to come. We definitely need to a senior center to serve the community. As we seen in other well-managed neighboring cities like City of Walnut and Diamond Bar that have developed plans for caring for senior residents in the community. We have seen community planning, including the building of senior center is essential for contemporary and adequate city planning.

In addition, the parking lot of the current school parking lot has been used as farmers' market during weekends, making it one of the very few farmer's market still existing around the community.

2. Church and Religious Facilities

3. Sport Complex and Training Facilities

CONCLUSION

Based on the discussion above, I am objecting to the proposed project of building 775 rental residential units on the proposed site. I believe such housing construction will not enhance the quality of the surrounding communities but rather diminish the overall living conditions of our community. In essence, it is the right time to review the future development and usage of our limited but valuable asset in our communities. All importantly, this will be our first step toward a better community planning for this and future generations.

SIGNATURE PAGE

NAME	ADDRESS	SIGNATURE
Emily Wu	2030 Gene CT Rowland HTS	Emily Wu
Westley Wu	2030 Gene CT Rowland HTS	[illegible]
Hannah Lin	2030 Gene CT Rowland HTS	[illegible]
Danny Wu	2030 Gene CT Rowland HTS	[illegible]
Lili Cheng	19604 Castlebar Dr RH	Lili Cheng
Joe Chan-chan-chang	" "	[illegible]
Alex Cheng	" "	Alex Cheng
Albert Cheng	19604 Castlebar Dr. Rowland HTS	Albert Cheng
Penny Lin	2215 Cascade way RH	CHANGED Penny Lin
Ryan Lin	2215 Cascade way RH	Ryan Lin
AL Seropian	19602 Castlebar Dr RH	AL Seropian

July 20, 2008

Anthony Curzi, Regional Planning Assistant, Impact Analysis

Los Angeles County Department Of Regional Planning

320 West Temple Street

Los Angeles, CA 90012

SUBJECT: Scoping Meeting

Canyon Residence Project

1. Environmental No. RENVT20080042
2. Oak Tree Permit No. ROAKT200800016
3. Conditional Use Permit No. RCLIPT200800069
4. Area Plan Amendment No. RPAT200800004
5. Zone Change No RZCT200800015

Ridiculous Project – TOTALLY OPPOSED (I live 100 feet to the West of this project just across the street on three acres with one single family dwelling which is part of a neighborhood of similar properties) I've lived here for 33 years and in Rowland Heights for over 40 years.

1. Maybe 4 years ago the church was finally able to get the flood control channel that cut across this property covered over a lot of environmental protests. The result was wildlife chased out and numerous trees including oaks were destroyed. The church pressured you and others with premise it was for the public good and its future school needs.
2. The Church property used to have maybe 40 oaks on it. When the church did its first major grading project they illegally took out numerous oaks on the southern end of its land and took measures to slowly kill more. (I've lived across the street from the church for the last 33 years)

   When the Church filled up the Flood Control Channel numerous other Oaks were lost. One in particular was quite big.

DOES IT MAKE IT OKAY TO **KILL ALL THE OAKS** IF YOU DO IT OVER A LONG TIME??

3. –
4. -
5. Not in keeping with the General Plan and its intent. When the current General Plan was implemented I attended numerous meeting with the County and our neighbors and its intent was to keep this area more rural.
    a. If and when any such drastic changes are considered it should only be done when reviewing the entire plan – **NOT HAPHAZARD SPOT ZONING.**
    b. Neighbors are already talking about possibly suing if such outrageous spot zoning is implemented.

Approval of this project will make dramatic changes in the quality of life to this area. For what?

So Trammel Crowe can make a profit and move on to another area. You know and I know they don't care about us.

Theodore D Wood

19866 Reedview Drive

Rowland Heights, CA 91748

Curzi, Anthony

From: Milissa Arellanes [milissa.arellanes@yahoo.com]
Sent: Monday, July 21, 2008 4:31 PM
To: Curzi, Anthony
Subject: Canyon Residence in Rowland Heights

Dear Mr. Acurzi,

I'm opposed to the sale of the Southlands property if in fact the property is going to be used for 775 apartments.

My concern is for the Assisted Living Facility (Villa Colima) right next door, of which my father (Raymond Saldana) is a resident. He and others frequently walk to the Albertsons & Stater Brothers shopping centers across the street. I'm afraid if the intersection at Fairway & Colima/Golden Springs gets to busy it would put my father at risk when he walks to the shopping centers. My the father is 86 years old and loves the fact that he's still somewhat able to care for himself. I would hate to instruct the facility to restrict him from walking to the shopping centers. Please take into consideration my plea for the safety of my father and other residence who are still active at the Villa Colima Assisted Living Facility.

You can contact me via email, phone or mail, my information is listed below.

Thank You
Milissa Arellanes
552 E. Ghent St.
San Dimas, CA 91773
909.859.5523
milissa.arellanes@yahoo.com

Curzi, Anthony

From: Milissa Arellanes [milissa.arellanes@yahoo.com]
Sent: Monday, July 21, 2008 4:31 PM
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You can contact me via email, phone or mail, my information is listed below.

Thank You
Milissa Arellanes
552 E. Ghent St.
San Dimas, CA 91773
909.859.5523
milissa.arellanes@yahoo.com

Curzi, Anthony

From: Angela [makailarey@yahoo.com]
Sent: Monday, July 21, 2008 3:38 PM
To: Curzi, Anthony
Subject: Its already too crowded...

This email is in regards to the apartment complex that is suppose to be built in rowland heights. I used to live in that area and it was already way too crowded and now I hear that it might possibly be even more crowded with a new apartment complex. I know people that still live there and I still go there once in a while. Please don't build it...thanks.

•*•ANGELA•*•

Curzi, Anthony

From: salcidosix@aol.com
Sent: Monday, July 21, 2008 12:04 PM
To: Curzi, Anthony
Cc: CesarnLisa@aol.com; rlsalazar001@yahoo.com; paxlvsbks@msn.com; Cheezerups@aol.com; SALCIDOSIX@aol.com; aaron.seid@verizon.net; Tim_Erickson@apl.com; Sin6562@aol.com
Subject: Fwd: 775 Unit Apartment Complex in Rowland Hts.

To Whom It May Concern:

As long time residents of Rowland Heights (25+yrs.), We too have seen MANY changes in the area. Unfortunately most of theese "changes" have done NOTHING for the better of the community.....NOT improve traffic situations.....NOT improve crime rates.....NOT improve the graffiti problem.....NOTHING !!

And now a proposed 775 Unit Apartment Complex in Rowland Hts..... REALLY???.....Sounds like another opportunity for someone, somewhere to line their pocket$ at our (the communities) expense!! ---------- ENOUGH!

There is WAY TOO MUCH CONGESTION as it is in our area!.....and now this??? .....NO! Another apartment building will crush this community and unfortunately, like our friends the Valladares's, We too will be paying our property taxes to someplace other than the "Unincorporated Area of L.A.County "!!!

Please hear the words of the community. **PLEASE DO NOT BUILD THE APARTMENTS IN OUR AREA.**

Sincerly,
Patricio and Mary Salcido

-----Original Message-----
From: CesarnLisa@aol.com
To: acurzi@planning.lacounty.gov
Cc: rlsalazar001@yahoo.com; paxlvsbks@msn.com; Cheezerups@aol.com; SALCIDOSIX@aol.com; aaron.seid@verizon.net; Tim_Erickson@apl.com; Sin6562@aol.com
Sent: Sat, 19 Jul 2008 5:28 pm
Subject: 775 Unit Apartment Complex in Rowland Hts.

We are current residence in the Rowland Heights/ Walnut area. I am writing to express the real concerns of this community regarding the apartment building of 775 units that are being considered in the site located near the intersection of Brea Canyon Cutoff and Colima Rd. The Southland's Christian School in Rowland Heights.

This community has been greatly impacted by the traffic and amount of people now residing in this area. It is simply not big enough! The crime rate is higher than it's ever been. The graffiti is almost out of control. To drive down Colima Rd. is a health hazard! Not to mention the main streets are so full of traffic any time of the day. There are only two main streets that can lead to orange County and Brea Canyon Cutoff is one of them. Fullerton is a parking lot due to all the traffic with so many people. We are not even a city and do not have a police department of our own to control the people that are already here. The police department that is assigned to us is hardly ever seen. The kids run wild here and there is no supervision or law enforcement to stop them. Our children cannot ride bikes. Parents

are too afraid. Can you imagine, too afraid to play and rides bikes due to the traffic and the constant come and go of people that live in t! he local apartments we have already.

So many good people are fleeing from Rowland Heights into the neighboring communities. Due to the drastic changes in this area. We live in America but you can't read the names of the signs on the business because they are in languages that belong in other countries.

Another apartment building will crush this community and I will be one of the first to sell my two homes that I own in this area and I will relocate and join the others in cities like Chino and Alta Loma!

Please hear the words of the community. PLEASE DO NOT BUILD THE APARTMENTS IN OUR AREA.

Not everyone knows of this project. Otherwise you would get a much greater response.

Thank you for hearing us.

Sincerely,
Julio and Lisa Valladares

Get fantasy football with free live scoring. Sign up for FanHouse Fantasy Football today.

The Famous, the Infamous, the Lame - in your browser. Get the TMZ Toolbar Now!

July 20, 2008

Via email, fax, and mail
ecurzi@planning.lacounty.gov
fax: 213- 626-0434

Mr. Anthony Curzi
County of Los Angeles Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012-3225

Dear Mr. Curzi:

We have learned of and are opposed to the development proposed by Trammell Crow on Brea Canyon Road, at the site of the Southland Church and School in the city of Rowland Heights, and we are concerned what a 700-plus apartment complex project would do to our environment.

The proposed plan is not a good idea for our community. The development would bring in such a massive influx of traffic to an area already crowded. We know the development would increase traffic and would bring extra pollution, noise, and inadequate parking to an area that is already fully developed. To develop this area any further would take away from the community already in place. With 775 extra households, (and if there are 2 cars per household) there would be approximately 1500-plus extra cars going in and out of Brea Canyon Road everyday. This will be problematic and disastrous for the residents already living in the area.

Additionally, the development would stretch the resources of our community – water, electricity, energy, etc. at a time when we should be using the resources of our city more carefully and with careful consideration.

Last but not least, we are concerned what this development would do to our community aesthetics. We do not want such a huge development to become a reason for devaluation in our home, a home that we have been living in and plan on living in for a number of years to come.

We thank you for your time and patience. Please let us know if you have any questions or concerns. We look forward to hearing from you.

Sincerely,

Tony Lai

Cynthia Lai

Tony Lai

Cynthia Lai

2185 Victoria Way
Rowland Heights, CA 91748

COUNTY OF LOS ANGELES • BOARD OF SUPERVISORS

DON KNABE
SUPERVISOR, FOURTH DISTRICT

FACSIMILE TRANSMITTAL

DATE: 7/21/2008

TO: Anthony Curzi
AGENCY:
TELEPHONE:
FACSIMILE: 213.626.0434

FROM: Adriana Rodriguez
Fourth District, Board of Supervisors
Rowland Heights Field Office

SUBJECT:

NOTE: MR. CABRERA CAME IN AND ASKED ME TO FAX THIS TO YOU. THANKS.

NUMBER OF PAGES, INCLUDING COVER SHEET: 3

ROWLAND HEIGHTS FIELD OFFICE • 1199 SOUTH FAIRWAY DRIVE, SUITE 111 • WALNUT, CALIFORNIA 91789
OFFICE: (909) 594-6561 • FACSIMILE: (909) 594-1621

July 21, 2008

Mr. Anthony Curzi,

This letter is to inform you of the strong objection I have to the proposed 175-Unit that is planned for the property located at the intersections of Brea Canyon, Curtis Rd and Colima Rd. in Rowland Heights, CA.

Besides the addition of the traffic problems, I feel that the addition of so many people will only add to the deteriating to our quality of life. With all the problems we now have, we do not need any more.

Thank you for your consideration.

Signed

Manuel Cabrera

1415 Lindengrove Ave
Rowland Hts, CA 91748
909-598-6309

c/o Mr. Curzi
Los Angeles County Dept. of Regional Planning
320 W. Temple St.
Los Angeles, CA 90012-3225
Fax # 213-626-0434

[redacted] Dana Christian Welch

[redacted] Orange County, who arrested in May, [redacted] laser beams at commercial and police aircraft, according to a FBI press release.

He is facing "three counts of willfully interfering with

see Charges Page 13

By Tamara Brady

Rowland Heights – Officials are seeking the public's assistance in finding a local man who is suspected of committing a fatal shooting.

Authorities believe that on June 21, Keffier Horace Savary, 26, allegedly shot and killed Harrison Alexander Smith II, 33, after being angered over a romantic relationship that Smith was involved in with Savary's estranged wife.

The shooting took place at a private residence in Rowland Heights after a dispute occurred between Savary and Smith. The home, on the 1400 block of Val-

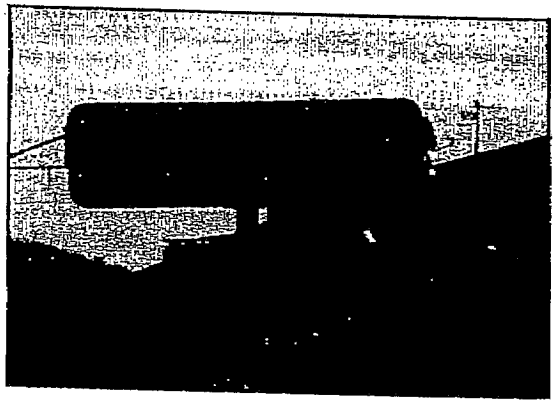
see Suspect Page 16

Keffier Savary, AKA "Big Save"

FEATURED BUSINESS

California Coach Gives Back

By Jade Lehar



Walnut- Consumers have so many options available in this day and age, it makes it difficult to choose a company to give your business to.

Why not choose a company,

see Coach Page 13

To learn more about the services California Coach offers, call 909-595-4969 or visit them at 22064 Valley Blvd. in Walnut, 91789.

Apartment Complex to Undergo Repairs

By Austen Montero

Pomona -- An apartment complex located at 1110 Wisconsin Street in Pomona was visited by the Los Angeles County Department of Public Health on June 30, where they found violations that included structural damage, roaches and mice.

"All multiple family dwelling are routinely inspected once a year," said Mabel Gale, an environmental health specialist for the Los Angeles County Department of Public Health. She also clarified that any complex with five or more units is considered a multiple family dwelling.

According to Gale, the most

see Repair Page 3

Notice: Deadline Set For Project Commentary

Staff Reports

Rowland Heights – The deadline for residents to submit written comments regarding the potential impacts of a proposed 775-unit apartment complex is 5 p.m. July 21.

The complex would be at the site of Southlands Christian School near the intersection of Brea Canyon Cutoff and Colima roads.

Comments can be sent to Anthony Curzi at the Los Angeles County Department of Regional Planning, 320 W. Temple Street, Los Angeles, CA 90012-3225.

Comments can also be faxed to (213) 626-0434 or e-mailed to acurzi@planning.lacounty.gov.

For more information, visit planning.co.la.ca.us or call Curzi at (213) 974-6461.

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PRESORTED STANDARD U.S POSTAGE PAID Walnut, CA Permit #317

Curzi, Anthony

From: anne sanchez [events4_u@yahoo.com]
Sent: Monday, July 21, 2008 9:25 AM
To: Curzi, Anthony
Subject: no on apartment complex

To whom it may concern,

I would like to reply regarding the possible building of apartment complexes at the Christian Chapel site. I do not approve and would not like to see this happen. There are many apartment rentals within the vicinity that have vacancy. Pleasant Ridge has vacancy and that is along Colima. All along Nogales near the high school also has vacancy's. If one needs an apartment Chino Hills has many apartment's and also the city of Chino is building a brand new complex. Rowland heights is already congested enough. It can take 30 minutes from the beginning of Azusa to the end of fairway if you take Colima. Rowland Heights is a suburb we are not in need of an additional 775 cars, I personally have lived in this city for 23 years I would not like to see it look like 3rd and vermont in L.A. The suburbs is known for the outskirt city avoid traffic and enjoy SPACE and lots of it. I would hate to see Rowland Heights be like Glendale and Burbank, Pasadena where you can't have a descent party in your own home due to the fact your guest have no where to park. Or like in LA where you need to pay for parking permits this is why we live far from the city. We love space and we do not need an additional 775 cars in our way. In which our insurance may go up because that will give us 775 more chances of getting involved in a car accident.

sincerely,
anne

Curzi, Anthony

From: Verlynn Gojit [vrgojit@hotmail.com]
Sent: Monday, July 21, 2008 9:29 AM
To: Curzi, Anthony
Subject: NO to 775 unit apartment

My family and I would not like you to build the 775 unit apartment. We have many buildings around our city, and this would also create more unnecessary traffic and congestion.

Thank you.

Stay in touch when you're away with Windows Live Messenger. IM anytime you're online.

By Fax and e-mail July 17, 2008

July 17, 2008

Mr. Anthony Curzi
County of Los Angeles Dept. of Regional Planning
320 West Temple Street
Los Angeles, CA 90012-3225

Re: 775 unit apartment project in Rowland Heights
Developer: Trammel Crow

Dear Mr. Curzi,

775 unit apartment means Ridgemoore + Hilltop+ Waterfall (three big communities in Rowland Heights) all together, Can you image crowded Rowland Heights may add up such bomb again?

I lived in Rowland Heights since 1997. At 1996-7, local people only complained trouble to get into 60freeway from Fullerton Road. Now problem still. Because Seahome more than 600-700 houses built in Pathfinder and Fullerton Road, it makes Fullerton Road overload.

At 1999 after Ridgemoore built, there are 250 houses built in Pathfinder and Nogalas Street, that makes Nogalas overload. People work in local insurance company, even said there are daily accidents in HKG Market and T.S.Hang (Colima x Jelick, Nogalas x Bank of America). The crowded Rowland Heights makes homeowner pay higher auto insurance.

At 2004, continued Waterfall, Hilltop, community in Golf court, Lee Hing Hwa plaza II, Chong Nam Business building, all these resident, commercial building created more traffic, Fairway entrance jam too.

There are only three freeway entrance/exit Fullerton, Nogalas, Fairway in Rowland Heights, all of them have problem, how difficult for the residents!!

Other than freeway, let's talk about the local street, Colima street traffic jam daily, in weekend, Colima Street is nightmare, from Fairway to Asuza, 15-20 min. drive takes 40-45min. People laugh at this situation, the parking lot – 60 freeway, Colima Street.

The 775 unit project approval, it makes Fairway/Brea Canyon Cut-off Road nightmare, local people may need to go to Diamond Bar to get on the freeway.

Besides traffic, it comes with the pollution, air & water quality, and lack of local facilities. In Fairway/Brea Canyon Cut-off, there is no community park nearby. We lived in in-corporate area which is county can protect local resident quality of living. Please think about local resident's painful. **Help us!!!**

Base on traffic, pollution, lack of facilities and all other concerned issues, we object this 775 unit apartment project.

From Yuen's Family, Yang's Family
residents in Rowland Heights

Ellen Yuen T/909-632-6621

Public Input Form
Scoping Meeting
Canyon Residences Project

June 19, 2008

Required Approvals:

1. Environmental No. RENVT200800042
2. Oak Tree Permit No. ROAKT200800015
3. Conditional Use Permit No. RCUPT200800069
4. Area Plan Amendment No. RPAT200800004
5. Zone Change No. RZCT200800015

This form allows you to make comments on what you believe should be addressed in the Draft Environmental Impact Report. You may submit your comments at this scoping meeting or mail to:

Anthony Curzi, Regional Planning Assistant, Impact Analysis
Los Angeles County Department Of Regional Planning
320 West Temple Street
Los Angeles, CA 90012
e-mail: acurzi@planning.lacounty.gov

Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **July 21, 2008 at 5:00 P.M.**

Comments: Concerns: Entrance + exits on Brea Cannon Cut off + traffic entering + exiting of Sand Springs Dr. North from exits from Sand Springs. Parking for visitors of the housing project or Apts. Parking issues on Brea Canyon if any. Water + price increases + Restriction or filtering ~~with~~ that is said to be in future for L.A. Co. Traffic which is already a problem west of Meadows on Colima with added Residents. Entrance of east bound traffic to Albertsons Parking at entrance to west on Colima Near Rancho site which is problem for Hoppendale St.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: David Gonzalez

Address: 17756 Sand Springs Dr.

City/State/ZIP: Rowland Hts Ca 91748

July 11, 2008

Mr. Anthony Curzi
Los Angeles County Department of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012-3225

RE: Proposed 775-unit Apartment Complex – Rowland Heights

Dear Mr. Curzi:

Why does Rowland Heights need more apartment buildings? We currently have an excessive number of apartments considering the size of this community. Furthermore, there are even signs out indicating that there are vacancies available. Who thinks we need more?

Colima Road, the only east/west thoroughfare is already congested, as are the north/south roads. We certainly don't need additional traffic problems. Where is the infrastructure for a complex of this size?

We are not on water rationing (yet) but are being asked to conserve. The Edison Company asks that we shut off power when the need is too great. So where are we going to get more water and electricity for these proposed apartments?

I've lived in Rowland Heights since 1963. I've seen is grow from a small suburb to a community bursting at the seams. With only 11.4 square miles to this community, we have seen much of our hillsides covered with houses. However, these are single-family homes -- the type of housing where children can grow up in a "neighborhood" and learn the socializing skills so necessary for good citizenship. A 775-apartment complex, three and four stories high, is not the best environment for rearing children. (We all know the history of tenement life.)

As I see it, the only "winner" in this project would be the developer with the "loser" being the community and quality of life in Rowland Heights.

Helen Bell
19119 Barroso Street
Rowland Heights, CA 91748

Dear Mr. Anthony Curzi, 7-7-08

I am writing to voice my opposition to the proposed 775 unit apartment complex near the intersection of Brea Canyon Cutoff and Colima Roads in Rowland Height.

The negative impact this apartment complex will have on my neighborhood is unacceptable.

The power company (Edison) is constantly saying that there is not enough electricity for the residents already here.

Edison threatens to turn off my air conditioner whenever the weather gets hot.

The water company tells me that there is not enough water and that I should not water my lawn.

The traffic in the area is already gridlocked.

It is irresponsible to allow this project to go forward and I am vehemently opposed to it.

Please stop the proposed 775 unit apartment complex!

Sincerely,

Christopher Hughes
20260 Evening Breeze Drive
Walnut, Ca 91789
(909) 598-8935

JUL 17 20

We Strongly Oppose Trammel Crow Apt Plan !!!

Public Input Form
Scoping Meeting
Canyon Residences Project

June 19, 2008

Required Approvals:

1. Environmental No. RENVT200800042
2. Oak Tree Permit No. ROAKT200800015
3. Conditional Use Permit No. RCUPT200800069
4. Area Plan Amendment No. RPAT200800004
5. Zone Change No. RZCT200800015

This form allows you to make comments on what you believe should be addressed in the Draft Environmental Impact Report. You may submit your comments at this scoping meeting or mail to:

Anthony Curzi, Regional Planning Assistant, Impact Analysis
Los Angeles County Department Of Regional Planning
320 West Temple Street
Los Angeles, CA 90012
e-mail: acurzi@planning.lacounty.gov

Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **July 21, 2008 at 5:00 P.M.**

Comments: 1. Environmental Impact: Very Narrow and Crowded Brea Canyon Cut off Rd. and Colima Rd. would be jammed by 2000 more Cars and further seriously impact #57 & #60 freeway! Environmental Pollution!
2. School Districts Impact: Education Quality would be dropped down by more than 2000 kids squeez in.
3. Increasing Criminal is Caused by worse school districts and lack of sheriff service.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: Holly Tao
Address: 20524 Bind Ct.
City/State/ZIP: Walnut CA 91789

Public Input Form
Scoping Meeting
Canyon Residences Project

June 19, 2008

Required Approvals:

1. Environmental No. RENVT200800042
2. Oak Tree Permit No. ROAKT200800015
3. Conditional Use Permit No. RCUPT200800069
4. Area Plan Amendment No. RPAT200800004
5. Zone Change No. RZCT200800015

This form allows you to make comments on what you believe should be addressed in the Draft Environmental Impact Report. You may submit your comments at this scoping meeting or mail to:

Anthony Curzi, Regional Planning Assistant, Impact Analysis
Los Angeles County Department Of Regional Planning
320 West Temple Street
Los Angeles, CA 90012
e-mail: acurzi@planning.lacounty.gov

Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **July 21, 2008 at 5:00 P.M.**

Comments: This Project proposes building multiple 4 story structures. This is unacceptable, there are currently no buildings over 2 stories anywhere in Rowland Heights. The project propose 775 apartments with only a outlet traffic to Brea Cyn Cut off; this will created a traffic problem at the corner ~~of~~ with Colima Brea Cyn Cut Off & Fairway. We have over crowded schools at Rowland Unif District.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

I lived in this community for 25 years ~~many apartments~~ I will be directed affected by this myself & all my neighbers.

Name: Aurora Ruiz

Address: 2061 Dacian Dr

City/State/ZIP: Walnut CA 91789 (Post office address) LA County

Mr. Anthony Curzi
County of Los Angeles Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012-3225

Email: ecurzi@planning.lacounty.gov
Telephone: 213-974-6461
FAX: 213-626-0434

To: Mr. Anthony Curzi

How are you! My name is Stewart Chang, and I have been living in Rowland Hts. for the past 15 years. I feel strongly against the development because of the following reasons:

Traffic congestion- The 60 freeway and the major streets such as Azusa, Fullerton, Nogales, Fairway, Valley, Gale, Colima, Pathfinder are already saturated with traffic, especially during rush hour commute. This development will create more extended traffic gridlocks; the residents of Rowland Hts will sit much longer in their cars driving to and from work.

Environmental concerns- As I just mentioned, since the major roads have already turned into parking lots during rush hours, we waste time in traffic, and as high cost energy is now a reality, we waste money to burn fuel when we wait in our cars. Besides wasting time and money, what does the fuel exhaust do to the air that we breathe? To our environment? Do we have enough park facility?

Overcrowded classrooms- With the state budget cut on education, we are seeing our elementary, middle and high school increasing their class sizes. How and where can we place more influx of school children without sacrificing the quality of the education of our children?

Quality of life- With worsening traffic condition, deteriorated air quality, and declining education quality for our children the quality of life- specifically- for all the residents of Rowland Hts is compromised.

I believe the residents of Rowland Hts. are opposing this development.

Best regards,

Stewart Chang
7/17/2008

20720 E. Walnut Canyon Road
Walnut, CA 91789
July 19, 2008

Mr. Anthony Curzi
Los Angeles County Department of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012

Dear Mr. Curzi:

Reference is made to the proposed 775-unit apartment development proposed for the area around Brea Canyon Cutoff and Colima Road in Rowland Heights.

I strongly oppose the size of this proposed development because of the substantial increase in traffic which will result from adding approximately 5,000 additional vehicle trips to this already busy intersection. The development will also increase congestion on Brea Canyon Cutoff southerly to the 57 Freeway, which is a major access point.

Brea Canyon Cutoff, south of the proposal, narrows as it approaches Pathfinder Road, from four to two lanes. The added traffic will seriously impact the intersection and cause significant delays.

This proposal must be substantially reduced in order to lessen the traffic and congestion impact which will surely occur if it is approved as proposed.

Sincerely,

Richard Saretsky

10-08

Mr. Anthony Cuizi
County of Los Angeles Dept of Regional Planning
320 West Temple Street
Room 1348, Impact Analysis Section
Los Angeles, Ca. 90012-3225

We are against any more apt, Condos, or Townhouse type blds being built in our area. As you can see from the enclosed map and street locations we have more then enough in the area of Rowland Hts.

We have lived in our house going on 42 years, which is about 500 ft from this proposed project. We have seen many changes in the area, some good & some not so good. It is time to stop all this multiple type developments and changing our orig. Master Plan for open space.

Mr + Mrs. William J Wright
20002 Emerald Meadow Dr
Walnut, Ca 91789

Ref Project # R 2008-00549

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Bruce W. McClendon FAICP
Director of Planning

June 26, 2008

NOTICE OF PUBLIC COMMENT PERIOD EXTENSION FOR NOTICE OF PREPARATION

PROJECT NAME: Canyon Residences

PROJECT NO: R2008-00549

CASE NO: RPAT200800004, RZCT200800015, RCUPT200800069, ROAKT200800015, RENVT200800042

PROJECT ADDRESS: 1920 Brea Canyon Cut-Off Road
Rowland Heights, CA 91748

CEQA LEAD AGENCY: County of Los Angeles
Department of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012

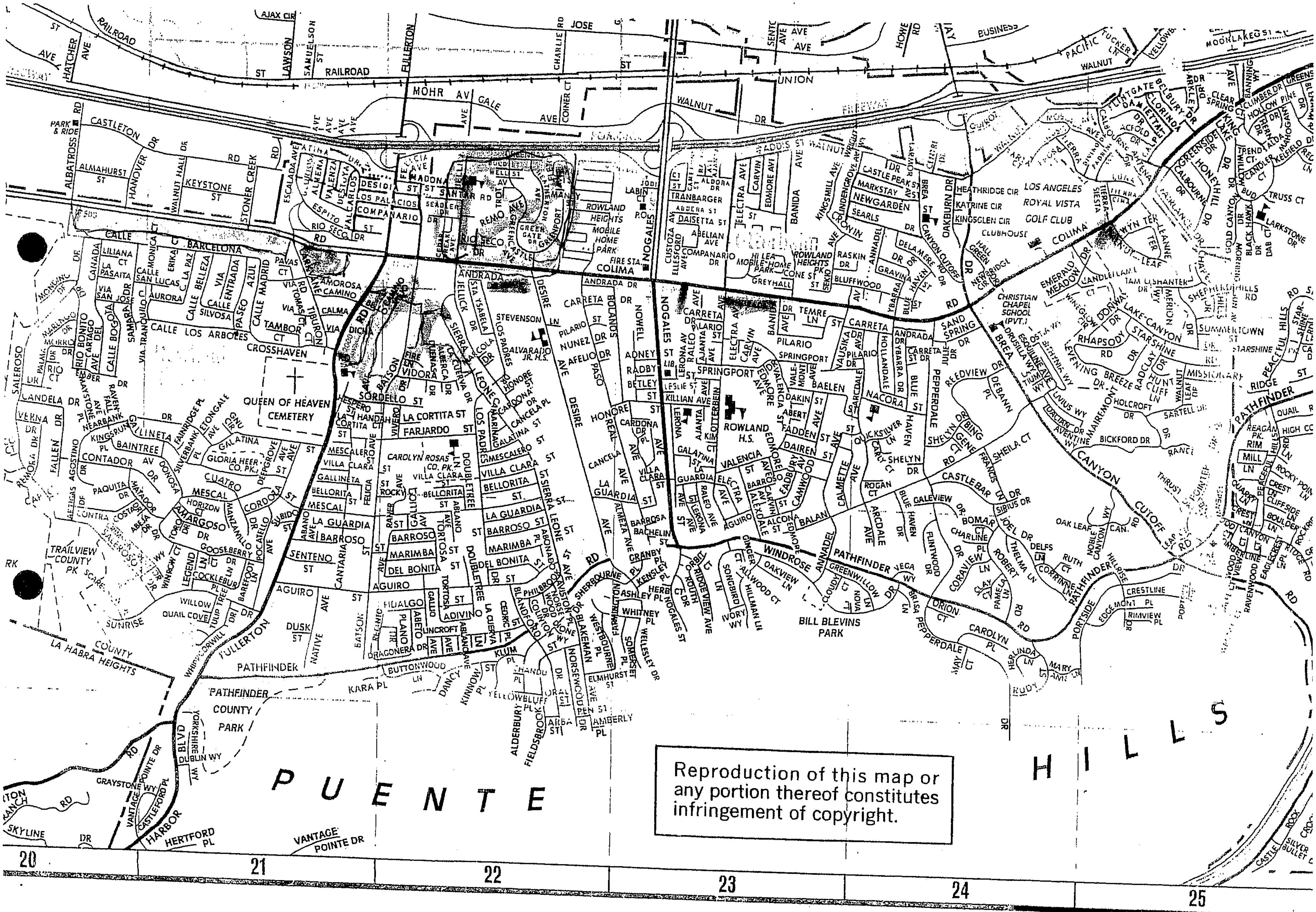
COMMENT DUE DATE: Extended through Monday, July 21, 2008

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15082, once the Lead Agency decides an Environmental Impact Report (EIR) is required for a proposed project, a Notice of Preparation (NOP) describing the proposed project and its potential environmental effects shall be prepared. The intent of the NOP is to solicit comments regarding the scope and content of the EIR. The NOP is required to be distributed to both responsible and trustee agencies with a comment period of no less than 30 days in order to allow for the Lead Agency to receive meaningful responses.

The NOP for the proposed Canyon Residences Project stated that it would be circulated for review from June 6, 2008 to July 7, 2008. **The Los Angeles County Department of Regional Planning, as lead agency for the project, is extending the public comment period through Monday, July 21, 2008.** A brief description of the proposed project is provided below. Additionally, the NOP is available for public and agency review at the County's website at http://planning.co.la.ca.us/case.htm. Hard copies of the original NOP are also available at the following libraries:

1. Rowland Heights Library
   1850 Nogales Street
   Rowland Heights, CA 91748-2945

   Environmental Documents
   Phone: (626) 912-5348



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North side
Jellick - Greencastle
South
Desire -

Batson - So. of Colima
Colima - Darkvane
Stoker creek - Colima Pleasant Ridge Apts
Condos - Darkvane - Colima.

Fallin Tan Rd
Haciendagarden - Batson - Jellick
So. to
Sordello st

North of Colima on Jellick to Greencastle
Desire

Wood Crest Apts So. of Colima between Nogales
+ otterbein.

So. Colima from
Otterbein to Banida

Colima X Walnut Lane Dr. X Wyntern

Curzi, Anthony

From: alexander sanchez [alxdty@yahoo.com]
Sent: Monday, July 21, 2008 8:42 AM
To: Curzi, Anthony
Subject: Fw: rowland heights

--- On Mon, 7/21/08, dativa sanchez <alxdty@yahoo.com> wrote:

> From: <alxdty@yahoo.com>
> > Date: Monday, July 21, 2008, 8:38 AM

> building a huge apartment complex in our area will result to
> increased traffic.
> it will change the ambiance,peace & order that we went to the suburbs
> for.

Curzi, Anthony

From: Stacy Tanner [stacy_tanner@att.net]
Sent: Monday, July 21, 2008 7:39 AM
To: Curzi, Anthony
Subject: Brea Cyn. Cut-Off Project

We are residents in the proposed area of this project. We live off Oakleaf Canyon Road and have watched the area grow during the 25 years we have lived here. We have watched the hills cut up for residential development. We have watched the horse property be removed for the incoming developers. We have watched the traffic off Brea Canyon Cut-Off increase to the point that turning left coming off our hill is at times impossible. Thus, please accept this notice as to our total opposition to the proposed apartment complex that the developers are trying to bring into our community.

Mr. and Mrs. C.L. VanBlankenstein
2453 Oakleaf Canyon Road
Walnut, CA 91789
(909) 598-9634

Curzi, Anthony

From: John Krueger [jhkrueger@verizon.net]
Sent: Sunday, July 20, 2008 7:21 PM
To: Curzi, Anthony
Subject: Rowland Heights 775-unit Apartment Complex
Attachments: City Asks Residents To Be Water Wise.doc

Dear A. Cruzi:

As long time residents of Rowland Heights who live within 1/4 mile of the proposed 775-Unit apartment complex at the site of the Southlands Christian School, we have to raise our objections to this planned construction.

We raise our objections based on three inter-related concerns:

1. Traffic - This complex will add a minimum of 775 new cars to this area, resulting in an undue burden to the Rowland Heights roads and additional traffic on the 60 Freeway.

2. Schools - most likely this will add a minimum of 400 new students to the Rowland Heights schools, which are already bursting from the seams.

3. Water - As you can read in the attached news article from the Rowland Heights Weekly News (Volume 10 Issue 52), nearby cities are asking their residents to voluntarily reduce their water consumption. We expect the Walnut Valley Water District is also in the same dire straits since we all get our water from the same source. 775 new households will increase water consumption by 32,000 units of water monthly.

For these reasons we would like your consideration in not approving this project.

Sincerely,

John and Carla Krueger

1349 Tierra Siesta

Walnut CA 91789

Curzi, Anthony

From: Brian Hvance [underthebiz@yahoo.com]
Sent: Sunday, July 20, 2008 4:58 PM
To: Curzi, Anthony
Subject: Canyon Residences / Project No. R2008-00549

Anthony,

I am a resident in the condominiums held behind this proposed project of 775 apartment buildings. And already the given traffic on Colima rd is hectic at any time of day, and for this development to take place would take away any chance to get anywhere without it taking an unreasonable amount of time (roughly being added around 2000 more cars to this area). Also the amount of noise that would accumulate during the day and night (mostly the night) would be disturbing the peace. Where it stands now the school campus grounds are empty during the night, so having these apartments would take away from the living areas environment of peaceful walks down the street, walking the dog and sitting in the comfort of your home. As you obviously see it i oppose this development, Thank You so much for your time.

-Brian M Vance
Resident of 20055 Esquiline Ave

Curzi, Anthony

From:	Beverly Wood [lipsbybev@yahoo.com]
Sent:	Sunday, July 20, 2008 4:25 PM
To:	Curzi, Anthony
Cc:	lipsbybev@yahoo.com
Subject:	Canyon Residences Project - Rowland Heights, CA

Required Approvals: 1. Environmental # RENVT200800042

2, Oak Tree Permit # ROAKT200800015

3, Conditinal Use Permit # CRUPT200800069

4. Area Plan Amendment # RPAT200800004

5. Zone Change # RZCT200800015

Comments:

I AM AGAINST ALL OF THE ABOVE - NUMBERING 1 THRU 5. I HAVE BEEN A RESIDENT OF ROWLAND HEIGHTS FOR OVER 40 YEARS. I LIVE DIRECTLY ACROSS THE STREET FROM THE CHURCH AND SCHOOL SITE. I HAVE THREE (3) ACRES WITH ONE SINGLE FAMILY RESIDENCE. WE HAVE FARM ANIMALS INCLUDING - HORSES, STEERS, CALVES, HOGS, SHEEP, RABBITS, GOATS, DOGS AND CATS - AT ANY GIVEN TIME DEPENDING ON THE TIME OF YEAR. MANY OF THESE ANIMALS ARE SHOWN AT CALIFORNIA FAIRS. THE PROPOSED PROJECT IS SO OUT OF CHARACTER FROM THE SURROUNDING AREA. THERE ARE 22 HOMES IN THE TRACT GOING UP FROM REEDVIEW AND "ALL" ARE ON ONE (1) ACRE OR LARGER LOTS WITH THE LARGEST LOT ON 7 ACRES.. THE TRACT JUST UP FROM US ON BALAN ARE ALL LARGE LOTS AS WELL. THE EAST END OF ROWLAND HEIGHTS HAS A VERY RURAL FEEL AND I HOPE ANY CHANGES WOULD STAY WITHIN THE SAME CHARACTER. AS TO THE OAK TREES, I HOPE THE TREES ARE SAVED - SEVERAL OF THEM WERE REMOVED TO PUT IN THE CULVERT. WE SHOULD BE PLANTING TREES - NOT REMOVING THEM. PLEASE THINK OF THE RESIDENTS THAT HAVE MADE THIS THEIR HOME AND NOT LET BIG BUSINESS COME IN AND CHANGE OUR BEAUTIFUL CITY. A MORE APPROIATE LOCATION WOULD BE SIMULAR TO THE APARTMENTS THAT WERE BUILT NEAR ANAHEIM STADIUM - NOT OUR RURAL AREA. ALSO BREA CANYON NARROWS TO A 2 LANE WINDING STREET. THE WATER IS ANOTHER ISSUE. I AM SO AGAINST THE PROPOSED PROJECT.

THANK YOU FOR YOUR CONSIDERATION,

BEVERLY E. WOOD

19866 REEDVIEW DRIVE

ROWLAND HEIGHTS, CA 91748

EMAIL: lipsbybev@yahoo.com

951/235-7089

Crawford & Bangs, LLP

1290 E. Center Court Drive
Covina, California 91724-3600
Telephone: 626-915-1641
Fax: 626-332-5604

Visit us on the internet at
www.BuildersLaw.com
sholbrook@builderslaw.com

San Diego Office
555 West Beech Street
Suite 205
San Diego, California 92101
Telephone: 760-753-2242
Fax: 760-753-4885

Riverside Office
1950 Market Street
Riverside, California 92501
Telephone: 951-788-4309
Fax: 951-788-4364

Writers Direct Dial:
1.626.858.4207

July 20, 2008

Mr. Anthony Curzi

County of Los Angeles Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012-3225

Email: acurzi@planning.lacounty.gov

Re: EIR Comments re Project #R2008-00549 RPC 7-16-08 (4)

Dear Mr. Curzi:

I have been contacted by a number of residents in the impacted area[1] and requested to send comments regarding the above referenced project. I have reviewed the proposal for the project and present the highlights of their concerns herein.

First, I understand the developer has requested that the Rowland Heights Community Plan be opened for review and specially amended to increase allowed density in the Rowland Heights area from 35 to 50 units per acre. Additionally, the developer requests a zoning change for area of the proposed project.

In regards to the request to review the zoning plan for Rowland Heights, there has been no showing of any need to increase the current density from the current 35 units per acre. Further, the area in question does not have development with any such density. The lots across the street from the project are a one acre minimum with other lots in the area with at least a minimum lot size of 20,000 feet. The condominium complex in the area is two stories in height, about 15 units per acre with a much smaller total number of units so as to not burden the area resources and traffic. This is in great contrast to the project currently proposed which has 50 units per acre and buildings of 4 stories in height which is completely incompatible with the

[1] At this point I am representing Alex and Candy Agopian that live in the condominiums next to the project as well as an organized group that includes residents in the area surrounding the project, parents of students in the school currently operating on the site and members of the church currently operating on the site, all of which have grave concerns as detailed herein regarding the project as currently proposed.

current area uses. Based on this there is no showing to even consider a review to amend the Rowland Heights Plan to increase density from the current 35 units per acre. In regards to reviewing the plan to amend the zoning for this area, the request needs to be much more specific and narrowed as well as noticed before it should be allowed since the project currently proposed is the 50 units per acre which is not only incompatible with the area, but Rowland Heights as a whole.

In addition to the request to review the plan to consider a change in the zoning plan comments have been requested regarding the proposed E.I.R. The highlights of the concerns to date with the proposed E.I.R.are as follows:

1. The stated objective of the project is to alleviate housing shortage in Rowland Heights community; however, there has been no showing that such a shortage exists. The only offer of the need for multi-unit housing in excess of 100 units is the developer's statement that a complex in excess of 100 units has not been built since 1979. However, no review of vacancies in the area has been shown which should be required to show there is a need and use for so many additional residences.

2. The is no review on the impact on value of area homes. The enormously large increase in density proposed for the area would clearly adversely impact surrounding property values that have one acre or 20,000 square feet minimums (remember project objective is to provide high quality residential housing options; however, the E.I.R fails to study the adverse impact on the area by decreases in value of surrounding residential options).

3. Increase in density incompatible with area shown by all other recently proposed projects identified in area not require increase in density and no study of why not possible to develop consistent with area.

4. No showing of need for zone change with change in master plan with other proposed projects in area able to successfully propose projects within existing master plan and no study of why not possible to develop consistent with area.

5. Objective list increase pedestrian traffic and minimize vehicle traffic, but proposed E.I.R. fails to study and analyze increase in alleged pedestrian traffic coupled with increased vehicle traffic with no meaningful retail businesses on the side of street where the project is located on an already busy street. Need to study risk of increase in pedestrian hazards and with already busy area being impacted by at least additional 1500 vehicles in proposed project.

6. Failure to analyze impact that not only add potential students with new development, but displace 600 plus students from existing school for net increase burden in excess of 2000 students.

7. Failure to analyze smaller project versus project of this enormous scale which forces proposed three and half year time line without study of proposed project impact on traffic and pollution which will likely cause disruption of surrounding neighborhood that would not be present with decreased density and shorter duration project.

8. Failure to analyze burden on all resources as well as increased costs to area residents with fewer resources with greater demand and likelihood water, energy and other local utilities might force raise in rates with shortage.

9. Creating spot zoning without any showing of need along with creating burden on county agency resources. Also such gives windfall to owner of project while burdening surrounding owners without any benefit and actually a burden with loss in value, increased traffic, increased expense for resources, etc. on existing residents.

Thank you for your review and consideration of these concerns and if you have any questions please feel free to contact me.

Very Truly Yours,

CRAWFORD & BANGS, LLP

BY: E. SCOTT HOLBROOK, JR.
For the Firm

Curzi, Anthony

From: FRANK V [franica73@verizon.net]
Sent: Sunday, July 20, 2008 11:02 AM
To: Curzi, Anthony
Subject: ROWLAND HEIGHTS PROJECT

Dear Mr. Curzi

As a 27 year resident of Rowland Heights, residing ½ mile from the proposed 775 unit apartment complex on Brea Canyon Cutoff and Colima Rd, my wife and I strongly object to the project. Adding approximately 1500+ vehicles in a concentrated area cannot be good for the environment or the traffic in this area. Anyone who has attempted to travel on Colima between Nogales and Azusa, especially during rush hour, which can take 20 minutes for the 2 mile journey, can see that this project would produce the same results in this area.
We realize that our objection to this project most likely will not have any effect on the decision, but felt it necessary that our voice be heard

Sincerely,

Frank & Monica Vasapolli
1864 Nausika Ave
Rowland Heights, CA 91748

Curzi, Anthony

From: CesarnLisa@aol.com
Sent: Saturday, July 19, 2008 5:28 PM
To: Curzi, Anthony
Cc: rlsalazar001@yahoo.com; paxlvsbks@msn.com; Cheezerups@aol.com; SALCIDOSIX@aol.com; aaron.seid@verizon.net; Tim_Erickson@apl.com; Sin6562@aol.com
Subject: 775 Unit Apartment Complex in Rowland Hts.

We are current residence in the Rowland Heights/ Walnut area. I am writing to express the real concerns of this community regarding the apartment building of 775 units that are being considered in the site located near the intersection of Brea Canyon Cutoff and Colima Rd. The Southland's Christian School in Rowland Heights.

This community has been greatly impacted by the traffic and amount of people now residing in this area. It is simply not big enough! The crime rate is higher than it's ever been. The graffiti is almost out of control. To drive down Colima Rd. is a health hazard! Not to mention the main streets are so full of traffic any time of the day. There are only two main streets that can lead to orange County and Brea Canyon Cutoff is one of them. Fullerton is a parking lot due to all the traffic with so many people. We are not even a city and do not have a police department of our own to control the people that are already here. The police department that is assigned to us is hardly ever seen. The kids run wild here and there is no supervision or law enforcement to stop them. Our children cannot ride bikes. Parents are too afraid. Can you imagine, too afraid to play and rides bikes due to the traffic and the constant come and go of people that live in the local apartments we have already.

So many good people are fleeing from Rowland Heights into the neighboring communities. Due to the drastic changes in this area. We live in America but you can't read the names of the signs on the business because they are in languages that belong in other countries.

Another apartment building will crush this community and I will be one of the first to sell my two homes that I own in this area and I will relocate and join the others in cities like Chino and Alta Loma!

Please hear the words of the community. PLEASE DO NOT BUILD THE APARTMENTS IN OUR AREA.

Not everyone knows of this project. Otherwise you would get a much greater response.

Thank you for hearing us.

Sincerely,
Julio and Lisa Valladares

Get fantasy football with free live scoring. Sign up for FanHouse Fantasy Football today.

Curzi, Anthony

From: patrick tham [pat2tham@yahoo.com]
Sent: Saturday, July 19, 2008 3:19 PM
To: Curzi, Anthony
Subject: Comments for Project No:R2008-00549

Project Name: Canyon Residences

Project No: R2008-00549

Case No: RPAT200800004, RZCT200800015, RCUPT200800069, ROAKT200800015, RENVT200800042

Project Address: 1920 Brea Canyon Cut-Off Road
Rowland Heights, CA 91748

Dear Mr. Anthony Curzi

Our Family and neighborhood are concerned about traffic and car parking space around the purposed multiple residential buildings. Crimes usually increase with such a large number for lease or rent residential. When people are renting, chances are that they'll only be there temporarily, so they won't treat the surrounding area with as much respect. Already, the present condition on Colima road between Azusa to Nogales has been known to have heavy traffic on rust hours. There are multiple renters residential buildings located at Colima and Jillick. There a person can find streets full of cars Parked at nights and on weekend on Jillick Street. People in our neighborhood don't want to have the same condition in our area. With heavy traffic, it would be difficult to get to work and bring our children to school on time. The Project No: R2008-00549 is so massively huge, that it will block the views from our house. But, the main concern, our neighborhood has as a whole is that this project will affect our overall life style. There is also the concern about the zone change from the existing A-a-20,000 (Light Agriculture) designation to Residential Planned Development 50U (35.1 to 50 Dwelling units per acre). Within two miles around the proposed development Project No R2008-00549 has quite a bit of large vacant lots for residential purposes. Those future new developments should be considered to include for calculations of the density of the area. We felt that a zone change like Project No R2008-00549 will decrease our environmental quality in our area.

Sincerely,
Patrick Tham

Curzi, Anthony

From: Rudy Rodriguez [rdy42@yahoo.com]
Sent: Saturday, July 19, 2008 10:51 AM
To: Curzi, Anthony
Subject: Proposed 775 unit apartment in Rowland Heights

Dear Mr Anthony Curzi...
I am totally opposed to the proposed apartment building on the Southlands Christian School property in Rowland Heights... I live in the area... the area is very heavily congested already... Fairway starts north of Colima.. the traffic on it is horrible! The trucks use Fairway to get on and off the 60 freeway... people use Fairway and Brea Canyon Cutoff to go to the 57 freeway.. which is going south..
We already have a golf course there on Colima that produces mass congestion...
This is a horrible idea! Try crossing Colima on foot. Taking your life in your hands...
I totally oppose this plan.. I live less than a mile from the proposed site...I would consider relocating if this indeed takes place...
Thank you for your attention on this matter.
Rudy Rodriguez
1403 Oakburn Dr
Walnut Ca 91789

To: Anthony Curzi, DRP Project #R2008-00549 RPC 7-16-08 (4)

From: Lynne Ebenkamp
1815 Debann Place
Rowland Heights, CA 91748

Below are the main areas that need to be included in the detailed Environmental Impact Study for Project #R2008-00549 RPC 7-16-08 (4) Canyon Residences

Traffic to be studied thoroughly and in detail. This is a major problem in Rowland Heights and should not be taken lightly.

1. How many vehicle trips per day will this project add to our local streets?
2. Brea Canyon Cutoff (BCC) was not made for fast moving, heavy traffic. The study needs to address the winding, hilly nature of BCC that narrows to one lane as it passes over the hill.
3. Safety problems—
   a large numbers of vehicles traversing from the 57 fwy and over BCC to residences and the 57 Fwy. New development will increase traffic considerably to and from freeways. Too much to be safe.
   b. BCC is the route for emergency and paramedic vehicles traveling to Rowland Heights
4. Cumulative effect of:
   a. AERA/Diamond Bar development will add considerably to traffic produced by these apartments.
   b. New football stadium will increase surface street load from cars getting off eastbound 60 Fwy at Fairway, cutting over and across BCC to 57 fwy.
5. Residential traffic and routes. Difficulty with Reedview and Sandsprings entering onto BCC due to traffic.
6. BCC 'scenic highway' due to wildlife crossings, etc. The amount of traffic between the 57 fwy and exiting to BCC northbound will disrupt those patterns completely.
7. Contrary to what the developer says, metrolink transportation and park and ride lots will not improve local traffic. People have to drive to those locations.
8. How many spaces for guest? arking is severely inadequate due to size and scope of development. Overflow will park on streets.

Density and scope of the development is out of character of the area. No where in Rowland Heights is this density allowed, especially not on this zoning.

Acre lots with agriculture are across the street

Because there are numerous unaddressed Infrastructure problems in Rowland Heights, there need to be detailed studies on the impact of this development on services in our community.

1. Dense development has continued without improving the infrastructure
2. Inadequate Post office for number of residents now

3. Small library, second busiest in circulation in LA County
4. Scant park and recreation facilities east of Nogales—far below LA County and community standards; also under standards in the rest of community
5. No emergency medical services or hospital nearby
6. Colima is the only east/west main street traversing the length of Rowland Heights. It is where the traffic ends up and where most of the business is. This will overload an already stressed traffic system

Water Crisis— Statewide/countywide crisis and water cutbacks

1. Study Metropolitan water rates and Walnut Valley Water allocations/usage and laws
2. Metropolitan Water's tiered system will force RHts into higher rates because of increased water use. This huge development will make ME have to pay more for my water.
3. Why should I conserve water, just to have water supplied for these apartments?

Demographics:

1. Number of apartment units now in RHts? What proportion of RHts. residents live in apartments?
2. Apt vacancy rate in RHts?
3. Compare the density of this project with other apartment projects in RHts.
4. RHts. has the highest density of multi family units in the area. Why more?

Problems with the stability of our soil

1. High water table
2. Liquifaction and settling problems with digging for building support and underground parking.
4. Earthquake effects of faults on the unstable soil and liquefaction?

Noise

1. What is the current decibel level at Fairway Drive and Colima?
2. What is the allowable level?
3. What is the anticipated level during construction?

Canyon Apartment Development

1. No gradual transition
2. Too dense and does not match the surrounding properties
3. How much green space is there for children to play on the development grounds? Children should not be lot locked due to small play yards. They need grassy areas where they can run and play.

Curzi, Anthony

From: Al Sinclare [alsinclare@yahoo.com]
Sent: Saturday, July 19, 2008 12:58 PM
To: Curzi, Anthony
Subject: 775 unit complex

Mr. Curzi,

It would seem that this commentary is going to fall on deaf ears. The Southland Christian Church and School has already been sold and the County of LA has already approved the apartment building complex. So why am I writing this to you, you ask? Well if I or anyone in this vicinity of the area where this is going to be built, namely, Brea Cyn Cutoff and Colima Road, you and the rest of the County Regional Planning Department would see that this area is already VERY congested with traffic, people, noise, etc. This is only going to exacerbate the problem. If asked, nearly all of the residents in Rowland Heights would have overwhelmingly voted against this project. We are already very overcrowded and another 775 units would only bring more vehicles to an already overcongested intersection and nearby roadways. If this project can be stopped, then by all means, please stop it. Also, these low income apartments in an affluent area would only attract the wrong element of residents. Do you possibly get my drift - crime ! ! ! We don't need any more apartments in this area.

Sincerely,

Al Sinclare

Treba Sinclare

Curzi, Anthony

From: joe mcnatt [joemina99@yahoo.com]
Sent: Friday, July 18, 2008 6:40 PM
To: Curzi, Anthony
Subject: proposed 775 unit apartment complex in Rowland Heights

Dear Mr. Anthony Curzi,

My name is Joe McNatt.My family and I have lived in Rowland Heights since 1995 and we have watched this town change a lot since we have been here. There has already been a lot of new buildings in this area, houses and businesses. Most of the new buildings have come right to the edge of the sidewalk making it extremely hard to see on-coming traffic, which in turn cause more traffic jams and more accidents. Not just car accidents, but, pedestrian as well. Adding this 775 unit apartment complex would only add to the congestion and the possibility of more pedestrian and auto accidents. In addition to the congestion and accidents that may happen, the roads around here will not be able to handle the extra vehicles that will also be added to this area, because of the 775 unit apartment complex. If there is only 1 vehicle added per apartment, that would equal another 775 cars coming into this area. But, as we all know, there will be more than that. Now a days, just to afford the rent in this area, the families that will be renting these proposed units, will need to be a two income family. Which means, that there is a possibility of a total of 1550 extra cars now on the roads that can barely handle the amount of vehicles we now have.

Thank you,

Joe McNatt

Curzi, Anthony

From: Leslie Ramos [lramos9734@msn.com]
Sent: Friday, July 18, 2008 1:02 PM
To: Curzi, Anthony
Cc: lramos9734@msn.com
Subject: Proposed 775 unity Complex, Brea Cyn Cut-off & Colima

Dear Mr. Curzi:
We suggest that you move to Rowland Heights. Here is what we have to offer:

Traffic, traffic, traffic! Takes 20mins to drive 3.3 miles from Fairway to the Puente Hills Mall. Normally, most residents don't even deal with driving down Colima so we go over the hill to Brea Mall. It's further but takes less time. (Do your traffic evaluations on a weekend or during rush hour, not mid day when everyone is at work).

Overcrowded schools. There are most portable room units on each school than any school in the area. Our teachers are leaving for schools with better pay and less student to teacher ratio. Also, our schools are old and still in need of many updates and repairs.

Our beautiful community which prides itself on open spaces with rural country feel is over developed. If there is a space they will build, up to 3-4 stories high. Except for downtown LA, what other community has buildings like this?

This 775 unit apartments will be adding to the already approved project being built on Harbor Blvd which is just 2 miles away. This development will include thousands of new homes too. Do the math, too many residents in a community already bursting at the seams. We don't want any more!

We already stand in line for over 30mins just to check out at our grocery store. No where to park most of the time either. Our banks are ridiculous our post office, forget it, that's an hour wait, takes forever to drive down Colima on a weekend, so we have to go outside our own city to shop. Forget the Pomona Freeway; people use that to get around the surface streets.

Where will these people park? 1500 parking structure, what a joke. These residents will have more that 2 cars and what about their guests, where will they park? Oh, now you get it??? On our private streets! We already don't have parking in front of our own homes. Overflow parking from the local overdeveloped businesses are already interfering with our space. We already have trouble even getting out of our street onto Fairway or Colima. No signals and traffic is horrible. This complex is right in front of the only way out. So, do you think we will have some more accidents??? Yes!!!

Apartments, why? Transient population who doesn't care about our community.

Summation: Traffic, overcrowded schools, no open spaces, over development (something is always being built, streets blocked off, lanes closed), lower property value, decline in the quality of people moving into our area. Plus a school (Southland), which we need, will be taken away.

Los Angeles doesn't care about Rowland Heights. It's that unincorporated city what out there. We have to share police enforcement as it is with Walnut, takes them forever to respond. Oh yes, crime is also on the rise, more break-ins in our area.

We have lived here since 1986. We have the right to quality of living. It's already too much for us now, we do not want this complex, no more, enough is enough!!!! **STOP!**

Sincerely,
Leslie Ramos and Family
1734 Pepperdale Dr.
Rowland Heights, CA 91748
909-598-3119

Yes, we live right across the street from this potential project!!

Stay in touch when you're away with Windows Live Messenger. IM anytime you're online.

Attn: Mr Anthony Curzi
County of Los Angeles Dept of Regional Planning
320 West Temple Street
Los Angeles, CA 90012-3225

From: Daniel Lu
2259 Victoria Way
Rowland Heights, CA 91748

Dear Mr Curzi,

I am concerned regarding the new apartment complex being built by Trammel Crow. I do not believe it would be in our best interests to have such a large complex in our area. The streets are already very crowded and the population density is already climbing very high.

I feel that Rowland Heights is primarily a city of single family residences with a few small apartment complexes. But with the addition of a 775 unit complex, that will devalue the properties in the surrounding area as well as increase traffic and noise pollution due to the increase in population density in that area.

This will result in a undesirable change in the lifestyle and living arrangements of the current residents of Rowland Heights as well as harmful to our financial health in the interest of our property values. Please take our concerns to heart and review the situation to ensure that it is in our best interest and not that of the development company.

Thank you,

Daniel Lu

Public Input Form
Scoping Meeting
Canyon Residences Project

June 19, 2008

Required Approvals:

1. Environmental No. RENVT200800042
2. Oak Tree Permit No. ROAKT200800015
3. Conditional Use Permit No. RCUPT200800069
4. Area Plan Amendment No. RPAT200800004
5. Zone Change No. RZCT200800015

This form allows you to make comments on what you believe should be addressed in the Draft Environmental Impact Report. You may submit your comments at this scoping meeting or mail to:

Anthony Curzi, Regional Planning Assistant, Impact Analysis
Los Angeles County Department Of Regional Planning
320 West Temple Street
Los Angeles, CA 90012
e-mail: acurzi@planning.lacounty.gov

Written comments on the Notice of Preparation (NOP) for the Environmental Impact Report will be accepted until **July 21, 2008 at 5:00 P.M.** 7-15-08

Comments: I feel this project will happen whether we like it or not. But I am writing anyway.
The environmental impact to people in the area will be tremendous.
The traffic is awful any time of the day now. We are near water rationing. Am I saving electricity + water for the people who will occupy those 775 units?
Thank you for listening.

You may also indicate if you would like to receive notices for hearings on the project. If you wish to have a notice, please be sure to include your name and full address. The EIR will be available at local libraries and the County offices and, for a charge, individual copies may be obtained through a bonded blue printer.

Name: John + Barbara Jack

Address:

City/State/ZIP:

John & Barbara Jack
19634 Castlebar Dr
Rowland Heights, CA
91748-3208

Anthony Curzi,

We are writing regarding the proposed Canyon Residences Project in Rowland Heights---Project No. 2008-00549.

We are 40-year residents of Rowland Heights and live on land adjacent to the proposed Project. We are opposed to this Project.

The Project is not consistent with the community makeup of Rowland Heights.

1) **There are currently no buildings over 2 stories anywhere in Rowland Heights.** This Project proposes building multiple 4-story structures. This is unprecedented in Rowland Heights and is inconsistent with the current community.

2) **There are no apartments within 1/2 mile of the Project.** The only residences within 1/2 mile are single family homes. Once again the Project is proposing something unprecedented in the current community structure.

The Project should be rejected on the above grounds alone.

The Project will overburden already overcrowded local schools.

1) **The Project is estimated to add over 500 students to local schools.** The nearest elementary school, Ybarra, is already overcrowded with many portable classrooms handling the overflow and no room for more students. Where will all the new students go? Is the developer going to pay to build a new school???

2) The Project will replace the current structures on the property which includes a private school of over 700 students. The school is planning to shut down if the Project is approved. Where will the students from the private school go to school?

Howard & Dolores Kellogg
19927 Esquiline Ave.
Rowland Heights, CA 91789

July 15, 2008

Mr. Anthony Curzi
Los Angeles County
Department of Regional Planning
320 W. Temple Street
Los Angeles, California 90012-3225

Dear Mr. Curzi,

I am writing this letter to express my displeasure with the proposed 775 unit apartment complex to be located on the current church/school property on Brea Canyon Cut Off just south of Colima Rd., in Rowland Heights.

First , if only two people reside in each apartment that will add 1550 residence to the area. However, my guess is it will be more. Also, that is an additional 775 vehicles, at a minimum. How many of these will be parking on the streets in the area?

Second, what about security? In my experience when large apartments are added to an area crime also increases, sometimes overwhelmingly so. The drain on our already overburdened deputies to respond to called for services at this complex could leave the other areas of Rowland Heights wanting. Is the County going to fund additional Deputies for Rowland Heights?

Third, the additional traffic created by the residence of this complex will exacerbate the heavy traffic we already have, thus resulting in additional traffic related problems, smog, and additional work for the California Highway Patrol

I strongly object to this project being approved by the County!

Sincerely,

Daryl Lance
1745 Starshine Rd.
Walnut, Calif. 91789

July 7, 2008

JUL 16

Mr. Anthony Curzi
LA County Department Regional Planning
320 W. Temple St.
Los Angeles, CA 90012-3225

Subject: **PROPOSED 775 APARTMENT COMPLEX ROWLAND HEIGHTS**

Dear Mr. Curzi:

We and our neighbors are adamantly opposed to this project for the following reasons:

- Increased traffic congestion and inhabitants in an already over-crowded area.
- I estimate a minimum of **1550** adults. With 2.5 children/family this amounts to **3,487.5** people, not counting "parachute families" of which we have many in our diverse neighborhood. College students will increase this three to four fold.
- With 3-cars per family, this amounts to **2,325** trips per day and congestion on Colima and Brea Canyon Cut-Off. This could double or triple on week-ends because of visiting friends and relatives.
- The Institute of Transportation Engineer's formula for trips/day/unit is 9.57 per unit. This amounts to approximately **7,750** trips/day for residents and vehicles such as mail service, Fedex, UPS, gardeners, pool service, and other vendors and visitors.
- We already have a water shortage in the state. Where will the water come from? I estimate a minimum **43,407,168.75** gallons/year of potable water from the 775 units. This will ultimately become sewage. Can L.A. Sanitation District dispose of an additional 43 million gallons/year?
- There are other community services such as: hospitals, schools, teachers, fire-fighters police officers, has the County reviewed these additional needed services?
- Finally, where is the environmental impact report?

We are depending on your honest attention to these major concerns for our community.

Sincerely,

L Doyle

Margaret & LeRoy Doyle

CC: Honorable Don Knabe, Supervisor, 4th district.
Rowland Heights Community Coordinating Council (RHCCC)
San Gabriel Valley Tribune

Margaret & LeRoy F. Doyle
20206 Evening Breeze Dr.
Walnut, CA 91789-3514

July 16, 2008

County of Los Angeles
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012-3225

RE: Project No. R 2008-00549, Canyon Residences Project

Dear Planning Commissioners,

Canyon Apartments LLC, a subsidiary of Trammell Crow Company, has submitted several applications for your consideration to construct a multi-family residential project in Rowland Heights (Project No. R2008-00549). The proposed request consists of multiple applications, which are listed below.

a. General Plan Amendment No. T2008-00004;
b. Zone Change Amendment No. RZC T2008-00015;
c. Conditional Use Permit No. RCUP T2008-00069;
d. Oak Tree Permit No. ROAK T2008-00015; and
e. Environmental Review No. RENV T2008-00042.

PROJECT SUMMARY

The proposed project involves the redevelopment of the approximately 15.7-acre property located at 1920 Brea Canyon Cut-Off Road. The subject property is currently improved with Southlands Church and Schools structures, parking lots, and an athletic field. These existing improvements would be replaced with 775 for-lease residential units in multiple buildings, a recreational facility, parking structures containing 1,544 parking spaces, and landscaping. Three different types of residences are proposed: three-story townhomes, four-story podium buildings, and three- and four-story wrap-around buildings. The floor area ratio (FAR) on the proposed project site would be 1.35.

The developer contracted a consultant (Impact Sciences, Inc.) to address comments from the Department of Regional Planning requesting the preparation of an Environmental Study. A report was prepared by the consultant and submitted to the Los Angeles County Department of Regional Planning for consideration. The report is attached to the Notice of Preparation.

The group of residents representing the community of Rowland Heights has reviewed the report prepared by developer's consultant, and found several potential impacts and areas of concern regarding the development. These issues are presented below.

POTENTIAL NEGATIVE IMPACTS AND ISSUES OF CONCERN

Density

The developer proposes to construct 775 units on a 15.7-acre parcel, which results in a density of 50 dwelling units per acre. The current General Plan designation for the subject property is Low Density Residential, while the Community Plan designation is U1 (Urban-1), which allow a density of 1.1 to 3.2 dwelling units per acre. The development in the surrounding area reflects the low density established under the current General Plan designation. The applicant proposes a General Plan Amendment for the subject property to U6 (Urban-6) to increase the allowable density. The U6 land use designation allows a density of 35 to 50 units per acre. In addition, the developer proposed a Zone Change from the existing A-1-20,000 (Light Agriculture) designation to Residential Planned Development 50 U. It would be impossible for the proposed development to meet the development requirements (e.g. minimum lot size, setbacks, maximum height allowed, floor area ratio, and parking among other requirements) under the current zoning designation. The proposed zoning designation is for the sole purpose allowing the increase in density. Nevertheless, the change in density is too drastic and out of character with the surrounding communities. Furthermore, there are no density reports or factual information to substantiate the need to increase the allowable density in an exponential manner. The proposed General Plan Amendment and Zone Change is just to accommodate the proposed development (50 dwelling units per acre).

Traffic, Parking, and Air Quality

The proposed development would create 775 new residential units, which would generate a high number of additional traffic. The high increase in traffic would, as a result, create potential air quality impacts in the surrounding area. In addition, the proposed amount of parking does not appear to be sufficient to support 775 new residential units. The developer's consultant stated that the proposed parking would provide parking in an amount adequate to prevent traffic congestion and excessive street parking. However, they fell to state factual information to support their claim. The additional traffic and insufficient parking spaces would negatively impact the major arterial roads next to the project and residences in the surrounding area.

Water

The Community of Rowland Heights is currently experiencing difficulties to provide adequate water services to the community. The proposed development would create 775 additional residential units without any proposal to remediate the existing water issues future impacts due to additional water demand.

Services and Infrastructure

The Community of Rowland Height is currently experiencing problems with services and infrastructure including but not limited to parks, library, police, fire, postal services, street maintenance, street and traffic improvements, and waste water. The proposed development would increase the demand of these services and additional infrastructure, which would generate more problems and worsen the current situation.

Aesthetics/Out of Character with Surrounding Community

The proposed General Plan Amendment and Zone Change would allow development of much higher density (775 clustered in an area of 15 acres, in an area surrounded by low density development and open space) and change the current development requirements, which were created to maintain the low density character (e.g. larger lots, larger setbacks, minimize building height, etc.) of area. This would result in massive buildings and the appearance of bulky structures next to major arterial streets (e.g. Colima Road and Brea Canyon Cutoff Road). The proposed development involves buildings that would be between 47 to 69 feet. In addition, the existing sloping terrain of the subject property has an elevation differential of 54 feet from the highest to the lowest point, which would result in visuals of buildings even taller than 69 feet.

These issues present aesthetic problems and development that is utterly out of character with the surrounding area. Even if the developer attempts to break up the building with different elements, wall recesses, or additional landscape the height of the proposed buildings would be an eye sore to the community due to their massiveness.

Noise

The subject property is currently improved with Southlands Church and Schools structures, parking lots, and an athletic field. All related to the church and school use. Most of the activity takes place during business hours (e.g. 7:00 a.m. to 5:00 p.m.). The noise levels drop drastically after 5:00 p.m. and before 7:00 a.m. The proposed development would bring a completely different use that would generate additional noise due to the new 775 residential units (e.g. air conditioner units, televisions, radios, people activity, etc.), additional noise from traffic circulating to and from the development, and people utilizing the facility (e.g. swimming poles, entertainment center, etc.). The noise level would increase drastically and negatively affect residents in the surrounding areas.

Special Privileges

On June 19, 2008, the developer held a meeting with the community of Rowland Heights. At that meeting, members of the Rowland Heights community asked the developer if the proposed General Plan Amendment and Zone Change were specifically for the subject property or for the subject property and surrounding area. The developer replied by stating that it was only for the subject property. This response raised a red flag, since it would be considered granting of special privileges and spot zoning. Usually, a General Plan land use designation is given to a specific area, not a piece of property. Typically, General Plan amendments are so areas comprised of areas of more than one parcel or a region. The State of California has many court cases where decisions by different jurisdictions have been challenged because of similar situations, granting of special privileges. In addition, zone changes that create spot zoning (granting a zone designation to one piece of property that is surrounded by properties with different zoning designations) are also considered special privileges and could be challenged in court as specified above.

CONCLUSION

The community of Rowland Heights would like for you to consider the potential negative impacts and issues of concern mentioned above. We are utterly concerned with the negative impacts that may result from the construction of the proposed project and ask that you take a stand to deny the acceptance of the applications in question. We trust you would make the right decision.

Curzi, Anthony

From: Holly Duncan [holly@southlands.net]
Sent: Tuesday, July 15, 2008 10:34 PM
To: Curzi, Anthony
Subject: Canyon Residences Project - for EIR

Mr. Curzi,

I would like to comment on my concern regarding the gross overbuilding on the property at Southlands Church in Walnut. I believe the proposal has too many residences on the property, and are being built too high.

Thank you,

Holly Duncan

Curzi, Anthony

From: Helen Bell [helennbell@yahoo.com]
Sent: Tuesday, July 15, 2008 12:39 PM
To: Curzi, Anthony
Subject: Proposed 775 Aparments - Rowland Heights

I have already sent you a letter on mu views of the above subject. However, some of the facts revealed at the RHCC meeting July 14 only confirmed my belief that these apartments are out of conformity with our community.

While a significant number of homes in Rowland Heights are on barely-acceptable acreage (6 single-family homes to an acre), this project has over 45 units to an acre. The density is staggering. Three and four-story units are totally unacceptable with our established community standards.

Also, the current 330 cars entering and exiting this property twice a day is small in comparison to the congestion that would be created by the vehicles associated with this complex.

One member of RHCC commented that they moved from New York to California because of the same situations listed above.

Helen Bell
19119 Barroso Street
Rowland Heights, CA 91748

JUL 23 2008

Mr. Anthony Curzi
County of Los Angeles
Regional Planning Commission
320 W. Temple St
Los Angeles, CA 9001-3225

Re.: Project #R2008-00549 RPC 7-16-08 (4)

Attached to this letter is an outline that we are asking to be made a record of when the EIR is studied in regard to the project referenced above.

Thank you,

Sincerely,

Carlo and Ingrid Bernabe
19355 Alcona St.
Rowland Heights CA 91748

Encl.

Springs, Balan, Pathfinder, Reedview, Nogales, Fullerton, On and Off ramps to 60 and 57.
Brea Canyon is a windy road that has four lanes till Balan where it becomes a two lane narrow road.
Balan is a non-marked (painted lanes) narrow in-track street that also leads to Pathfinder.
Conditions of roads affected by this Project are in great need of repair.

Fact: Water - this is of greatest concern. This Project would obviously cause a major change of usage of water. The Governor recently issued an executive order documenting the problem. Metropolitan Water has made similar declaration. Even Los Angeles County director of Public Works has recently echoed this to the Board of Supervisors.

The area East of Nogales in Rhts is served by the Walnut Valley Water District. There is no potable ground water underlying the district, and therefore it is 100% dependent on imported supplies via Metropolitan Water District. Metropolitan has prepared a complicated rate based allocation plan that cuts water allocation to local districts by as much as 20%. Each year Walnut Valley distributes all, or nearly all, of its current allocation. The MWD allocation plan includes rate hikes that run as high as 4X current rates if the reduced allocation quantities are exceeded. Our residents could end up paying substantially more for their water, even without this large Canyon Residences development by Trommel and Crow. The additional water that this new apartment project would require, will surely result in drastic water use and therefore, significantly increase water cost to all residents of the community.

As a wise person once said, "when you find yourself in a hole you can't get out of, it's time to quit digging." We are already in a hole in respect to water supplies.

residents of Rowland Heights, children or young adults are not always well supervised.

Fact: Danger of Fire - a real concern on Brea Cyn Cutoff due to existing vegetation. Also along Pathfinder (in some areas).

Fact: Devaluation of existing homeowners' properties. Rentals do not add to a positive image for surrounding properties.

Fact: Overuse of our existing Parks especially near the Project. With overuse there is always the threat of Fire due to increased human activities - I.e. smoking, BBQ-ing and more.
One very popular Park is Pathfinder Park which has irrigation problems that are ongoing with it's obvious results. Extreme high fire danger exists in this area.

Fact: Not enough existing **Green Space.** Also, limited Green Space planned in the "Project" also.

Fact: Crime increase in population causes a rise in criminal activity.

Fact: Law Enforcement - as it exists is stretched to it's limit.

Fact: Other public services - insufficient for existing conditions - this Project would cause a serious overload. Please consider: **Library, Post Office, Schools**

Fact: Rowland Heights has no Hospital or Emergency Services.

Fact: Traffic Study- should be undertaken when traffic actually happens, between the hours of 4:30pm - 7:00pm and longer on the week-ends. Streets that **will** be affected by this Project are: Brea Canyon Cut-Off, Fairway, Colima, Golden

Fact: High Density - Besides the high density of planned living spaces - the allotted 1544 parking spaces are simply under-planned. 1 ¾ vehicles per apartment unit is a gross understatement. Even if only two people live in one apartment they will drive two cars. What is planned for guest parking? Where will overflow parking go? Do Rowland Heights' residence that live close to the "Project" really benefit by the overflow of parking on the streets and the very likelihood of parking at Stater Bros. and Albertson's?

This Project plans more apartments to be built per square foot than any other existing developed land in Rowland Heights.

Fact: Greater Density causes a rise in temperature, due to use of air conditioners. Note: Rowland Heights is situated in the more warmer areas of L.A. County.

Fact: Esthetics - no developments of this size and height exist presently in Rowland Heights or it's adjoining Communities. It is totally out of character.

Fact: Available electrical power - warmer temperature in this area of L.A. County cause more use of air conditioners. This relates directly to would be tenants of this Project. What will happen when there are outages?

Fact: Noise - a real threat to the well being of surrounding neighbors. (See adjacent existing townhouses, these residents would literally be back to back to the "Project".

Fact: Pollution I.e. disposed trash along Colima and Brea Canyon Cutoff as well as Balan St. an inside track street leading to Pathfinder Rd. Added **Graffiti** is also of concern. In this kind of Project where younger people with children reside Graffiti is real. As experience has taught

Rebuttal to TC' testimony Wednesday, July 16, 2008 before the Planning Commission.

Waling Distance only possible to Stater Bros and Albertson's grocery stores. All other areas are accessible by **car only:** Allow me to name a few Employment, (close to home employment are mostly warehouses) Parks, Library, Schools, Metro Station, Park and Ride areas, Post Office, Rite Aide Drug store, and **yes** most restaurants, Costco, Medical Facilities.

Need for rentals: Existing multi-family rentals are in excess of any of the surrounding communities. Rowland Heights' rentals can not be filled to capacity as is.

Business owners that are within walking distance of the Project, are small mom and pop stores, whose owners do not live in Rowland Heights.

One other development that has not been mentioned is the expansion of housing in the Aera Shell Oil property close to Rowland Heights. This development is **looming** in the background, further destroying the quality of life.

Linda S. Adams
Secretary for
Environmental Protection

Department of Toxic Substances Control

Maureen F. Gorsen, Director
9211 Oakdale Avenue
Chatsworth, CA 91311

Arnold Schwarzenegger
Governor

RECEIVED
JUL 28 2008

July 24, 2008

Mr. Anthony Curzi
County of Los Angeles Department of Regional Planning
320 West Temple Street
Room 1348, Impact Analysis Section
Los Angeles, California 90012-3225

NOTICE OF PREPARATION FOR THE CANYON RESIDENCES, R2008-00549, 1920 BREA CANYON CUT-OFF ROAD ENVIRONMENTAL IMPACT REPORT, SCH NO. 2008061035

Dear Mr. Curzi:

The Department of Toxic Substances Control (DTSC) has received your Notice of Preparation of Environmental Impact Report (EIR) for the project mentioned above.

Based on the review of the document, DTSC comments are as follows:

1. The EIR needs to identify and determine whether current or historic uses at the Project site (Site) have resulted in any release of hazardous wastes/substances.

2. The EIR needs to identify any known or potentially contaminated area within the Site. For all identified areas, the EIR needs to evaluate whether conditions at the Site pose a threat to human health or the environment.

3. The EIR should identify the mechanism to initiate any required investigation and/or remediation for any area that may require remediation, and which government agency will provide appropriate regulatory oversight.

4. If during construction of the project, soil contamination is suspected, construction in the area should stop, and appropriate health and safety procedures should be implemented. If it is determined that contaminated soils exits, the EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide regulator oversight.

DTSC provides guidance for Preliminary Endangerment Assessment preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP please visit DTSC's web site at www.dtsc.ca.gov. If you would like to meet and discuss this matter further, please contact me at (818) 717-6550.

Sincerely,

Alberto T. Valmidiano
Project Manager
Brownfields and Environmental Restoration Program – Chatsworth Office

cc: Governor's Office of Planning and Research
State Clearinghouse
P. O. Box 3044
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
1001 "I" Street, 22nd Floor, M.S. 22-2
Sacramento, California 95814

July 23, 2008

Mr. M. Anthony Curzi
County of Los Angeles
Regional Planning
320 W. Temple St.
Los Angeles, CA 90012-3225

RE.: R2008-00549-(4) RPC7-16-08

Dear Mr. Curzi:

I am fully aware of the deadline that was set to mail in comments referencing the above project. However, I have not been in possession of the attachment to meet the deadline.
I hope you will consider the comments for the EIR study anyways, since it deals with real facts that if discarded it **will** impact our current residents as well the tenants of the proposed project. The attached file deals with the very real, and very serious shortfall of **Water** an element we can not disregard.

Thank you,

Sincerely,

Ingrid Bernabe
19355 Alcona St.
Rowland Heights CA 91748
626 964 4469

Cc.: file P. Estes
RHCCC
Dick Simmons

Gomperz will make a presentation on the company's decision to the Altadena Town Council at its Aug. 12 meeting.

janette.williams@sgvn.com
SGVTribune 7/23/08

(626) 578-6300, Ext. 4482

#2

State: Water levels will be lowest in 30 years

By GARANCE BURKE, Associated Press Writer

Monday, July 21, 2008

(07-21) 17:38 PDT Fresno, CA (AP) --

California's second-largest storage reservoir will end this year with the lowest amount of water in more than 30 years, Department of Water Resources Director Lester Snow said Monday.

Snow spoke at a congressional hearing on California's drought in Fresno, where farmers, climate change experts and area politicians testified about the financial impacts wrought by the water shortage.

State officials are already preparing for another year of drought in 2009, prompted by low storage levels, court-ordered cutbacks, increasing demand for water and forecasts of another dry winter, Snow told the House Subcommittee on Water and Power.

Next year "could be the worst drought in California history," Snow said.

Lake Shasta, the state's largest reservoir, is currently at just 48 percent capacity, department officials said.

The next-largest reservoir, Lake Oroville — which sits at the top of the vast system of state pumps and canals that send mountain river supplies to Southern California — is at 40 percent capacity now and will drop to about 20 percent by the end of December, he said.

Numerous farmers told the legislators that another year of tight water supplies could spell economic disaster for the fertile San Joaquin Valley.

The unemployment rate in Mendota, an agricultural town about 35 miles west of Fresno, is already 23 percent, said Mayor Robert Silva.

"We have organized two food give aways, and people began lining up two hours before the give away," Silva said. "This is the biggest problem we've ever faced in the city of Mendota."

The subcommittee plans to use the testimony to inform the federal government's response to the water shortage, said its chair Rep. Grace Napolitano, D-Calif.

#1

Local water company issues supply alert
Moratorium on new connections imposed
By Janette Williams, Staff Writer
Article Launched: 07/22/2008 11:21:07 PM PDT

ALTADENA - Lincoln Avenue Water Co. has issued a water supply alert to its 16,000 customers in northwest Altadena and, in response to the continuing drought, has imposed a moratorium on new water connections.

A conservation program started last August cut water usage by 10 percent, said water board President Robert J. Gomperz.

But even that may not be enough to secure supplies if drought conditions continue, he said, and future mandatory conservation measures may be needed.

In the meantime, water company officials said they will issue no "will serve" letters to developers who want water meters connected. No meters for new construction will be approved.

"Our action is more symbolic of the situation," Gomperz said Tuesday, adding that a couple requests for meters that already were in the works will be honored.

"Our existing customers have met the challenge of conserving 10 percent, but the water supply situation, as everyone now knows, is not going to get better," said Gomperz, who heads one of three small mutual water companies - including Rubio Canon Land and Water Association and Las Flores Water Co. - that serve the foothill community.

"We don't feel it's right to ask our existing customers to cut back more and more and at the same time provide a water supply for new customers," he added.

Lincoln Avenue Water Co., like the other mutual water companies serving Altadena, is owned by shareholders who are also the
Advertisement
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property owners it serves, he said.

The company buys and distributes water from the Metropolitan Water District, but also pumps water from two wells and has rights to canyon water run-off, which has been pretty scarce over the past months, Gomperz said.

"And over the last couple of dry years, the groundwater wells are being pumped lower and lower," he said.

"We're concerned what could happen next year and we're all urging conservation, since it has the potential to be a very dry winter."

Water is measured in acre-feet, with the average family using a half-acre, or about 326,000 gallons, a year, Gomperz said. Lincoln Avenue Water Co. delivers about 4,000 acre-feet a year.

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

JUL 29 2008

July 23, 2008

Mr. Anthony Curzi
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012-3225

Dear Mr. Curzi:

NOTICE OF PREPARATION, CANYON RESIDENCES PROJECT, PN. R2008-00549, ROWLAND HEIGHTS (FFER #200800169)

The Notice of Preparation has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

1. The Notice of Preparation is correct. Fire Station 119 located at 20480 E. Pathfinder Road, Rowland Heights, CA 91789-4620, is approximately 1 mile from the project site. It has a 3-person engine company and a 2-person paramedic squad.

PROJECT IMPACT ON SERVICES:

2. Fire protection serving the area appears to be adequate for the existing development/land use. However, each additional development creates greater demands on existing resources. Although this project proposes an increase in density over the existing land uses on the site, in the absence of a cumulative impact, the project by itself will have a less than significant impact.

LAND DEVELOPMENT UNIT: GENERAL REQUIREMENTS:

1. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.

2. The proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues.

3. This property is located within the area described by the Forester and Fire Warden as a Fire Zone 4, Very High Fire Hazard Severity Zone (VHFHSZ). All applicable fire code and ordinance requirements for construction, access, water mains, fire hydrants, fire flows, brush clearance and fuel modification plans, must be met.

4. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.

5. Fire Department requirements for access, fire flows and hydrants are addressed during the building permit stage.

COMMERCIAL/HIGH DENSITY REQUIREMENTS:

6. The development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of the buildings, their relationship to other structures, property lines, and types of construction used.

7. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

   a. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.

   b. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant.

   c. When cul-de-sac depth exceeds 200 feet, hydrants will be required at the corner and mid-block.

   d. Additional hydrants will be required if the hydrant spacing exceeds specified distances.

8. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs.

9. All on-site driveways shall provide a minimum unobstructed width of 28 feet, clear-to-sky. The 28-foot width does not allow for parking, and shall be designated as a "Fire Lane" and have appropriate signage. The centerline of the on-site driveway shall be located parallel to and within 30 feet of an exterior wall on one side of the proposed structure. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building.

10. The 28 feet in width shall be increased to:

    a. Provide 34 feet in width when parallel parking is allowed on one side of the access way.

    b. Provide 36 feet in width when parallel parking is allowed on both sides of the access way.

    c. Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final recording map, and final building plans.

    d. For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING - FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.

11. When serving land zoned for residential uses having a density of more than four units per net acre:

    a. A cul-de-sac shall be a minimum of 34 feet in width and shall not be more than 700 feet in length.

    b. The length of the cul-de-sac may be increased to 1000 feet if a minimum of 36 feet in width is provided.

    c. A Fire Department approved turning area shall be provided at the end of a cul-de-sac.

12. The County of Los Angeles Fire Department, Land Development Unit's comments are only general requirements. Specific fire and life safety requirements will be addressed at the building and fire plan check phase once official plans are received and fees are paid. There may be additional requirements during this time.

13. Should any questions arise regarding subdivision, water systems, or access, please contact the County of Los Angeles Fire Department, Land Development Unit's EIR Specialist at (323) 890-4243.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

1. The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

HEALTH HAZARDOUS MATERIALS DIVISION:

1. There are no comments at this time.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

JOHN R. TODD, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

JRT:lj

APPENDIX 5.1

Geotechnical Investigation

GEOTECHNICAL INVESTIGATION

NEW MULTI-FAMILY RESIDENTIAL DEVELOPMENT
1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

PREPARED FOR

TCR SC DEVELOPMENT LIMITED PARTNERSHIP
COSTA MESA, CALIFORNIA

PROJECT NO. A8554-06-01

OCTOBER 22, 2007

Project No. A8554-06-01
October 22, 2007

VIA OVERNIGHT DELIVERY

TCR SC Development Limited Partnership
949 South Coast Drive, Suite 400
Costa Mesa, CA 91602

Attention: Ms. Kim Paperin

Subject: GEOTECHNICAL INVESTIGATION
NEW MULTI-FAMILY RESIDENTIAL DEVELOPMENT
1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

Dear Ms. Paperin:

In accordance with your authorization of our proposal dated July 6, 2007 we have performed a geotechnical investigation for the proposed new multi-family residential development located at 1920 Brea Canyon Cutoff Road, Rowland Heights, California. The accompanying report presents the findings of our study, and our conclusions and recommendations pertaining to the geotechnical aspects of design and construction. Based on the results of our investigation, it is our opinion that the site can be developed as proposed, provided the recommendations in this report are followed and implemented during construction.

If you have any questions regarding this report, or if we may be of further service, please contact the undersigned.

Very truly yours,

GEOCON INLAND EMPIRE, INC.

REGISTERED PROFESSIONAL ENGINEER
NEAL D. BERLINER
No. 2576
Exp. 12/31/07
GEOTECHNICAL
STATE OF CALIFORNIA

Neal D. Berliner
GE 2576

PROFESSIONAL GEOLOGIST
GERALD KASMAN
NO. 2251
CERTIFIED ENGINEERING GEOLOGIST
STATE OF CALIFORNIA

Gerald A. Kasman
CEG 2251

NDB:GAK:am

(5) Addressee
(1) VTBS

TABLE OF CONTENTS

1. PURPOSE AND SCOPE 1

2. BACKGROUND REVIEW 1

3. SITE AND PROJECT DESCRIPTION 2

4. SOIL AND GEOLOGIC CONDITIONS 4
   - 4.1 Artificial Fill 4
   - 4.2 Alluvium 4
   - 4.3 Colluvium 5
   - 4.4 Puente Formation 5

5. GROUNDWATER 5

6. OIL FIELDS 6

7. GEOLOGIC HAZARDS 6
   - 7.1 Faulting 6
   - 7.2 Seismicity 7
   - 7.3 Deterministic Analysis 7
   - 7.4 Probabilistic Analysis 8
   - 7.5 Seismic Design Criteria 8
   - 7.6 Liquefaction Potential 9
   - 7.7 Landslides 10
   - 7.8 Earthquake-Induced Flooding 10
   - 7.9 Tsunamis and Seiches 10

8. CONCLUSIONS AND RECOMMENDATIONS 10
   - 8.1 General 10
   - 8.2 Soil and Excavation Characteristics 14
   - 8.3 Minimum Resistivity, pH and Water-Soluble Sulfate 15
   - 8.4 Temporary Dewatering 15
   - 8.5 Permanent Dewatering 16
   - 8.6 Grading 16
   - 8.7 Shrinkage 18
   - 8.8 Soil Stabilization 19
   - 8.9 Foundation Design 19
   - 8.10 Driven Pile Foundation Recommendations 20
   - 8.11 Dynamic Pile Testing 21
   - 8.12 Preconstruction Analyses 22
   - 8.13 Indicator Piles 22
   - 8.14 Production Piles 23
   - 8.15 Dynamic Pile Testing – General 24
   - 8.16 Conventional Foundation Design 24
   - 8.17 Grade Beam (Waffle-Slab) & Mat Foundation System 25
   - 8.18 Miscellaneous Foundations 26
   - 8.19 Swimming Pool/Spa 27
   - 8.20 Foundation Settlement 27
   - 8.21 Lateral Design 28
   - 8.22 Concrete Slab-on-Grade 29
   - 8.23 Preliminary Pavement Recommendations 30

TABLE OF CONTENTS (CONTINUED)

8.24 Retaining Wall Design 31
8.25 Temporary Excavations 33
8.26 Shoring – Soldier Pile Design and Installation 34
8.27 Tie-Back Anchors 37
8.28 Anchor Installation 38
8.29 Anchor Testing 38
8.30 Internal Bracing 39
8.31 Surface Drainage 39
8.32 Plan Review 40

LIST OF REFERENCES

LIMITATIONS AND UNIFORMITY OF CONDITIONS

MAPS, TABLES, AND ILLUSTRATIONS
Figure 1, Vicinity Map
Figure 2, Site Plan - Existing
Figure 3, Site Plan - Proposed
Figures 4 through 8, Cross-Sections
Figure 9, California Fault Map
Figure 10, California Seismicity Map
Figure 11, Probability of Exceedance
Figure 12, Return Period vs. Acceleration
Figures 13 and 14, Retaining Wall Drain Detail
Table 1, Faults within 60 Miles of the Site – Deterministic Site Parameters

APPENDIX A
FIELD INVESTIGATION
Figures A-1 through A-13, Log of Boring
Soil Exploration Logs by DUCO Engineering, Inc. (9)

APPENDIX B
LABORATORY TESTING
Figures B1 through B4, Direct Shear Test Results
Figures B5 through B14, Consolidation Test Results
Figure B15, Laboratory Test Results
Figure B16, Corrosivity Test Results
Figure B17, Grain Size Distribution

GEOTECHNICAL INVESTIGATION

1. PURPOSE AND SCOPE

This report presents the results of a geotechnical investigation for the proposed new multi-family residential development located at 1920 Brea Canyon Cutoff Road, Rowland Heights, California (see Vicinity Map, Figure 1). The purpose of the investigation was to evaluate subsurface soil and geologic conditions throughout the property and based on conditions encountered, to provide conclusions and recommendations pertaining to the geotechnical aspects of design and construction.

The scope of our investigation included a site reconnaissance, a field investigation, laboratory testing, engineering analysis, and the preparation of this report. The site was explored during the period of August 22, 2007 through August 29, 2007 by excavating ten 8-inch diameter borings (Borings 1 through 10) utilizing a truck mounted hollow stem-auger drilling machine, as well as excavating three 24-inch diameter borings (Borings 11 through 13) utilizing a truck mounted bucket auger. The three bucket auger borings were advance into bedrock and downhole logged by a Certified Engineering Geologist. The bucket auger borings were advanced to depths between 15½ and 40½ feet below the ground surface. The approximate locations of the exploratory borings are depicted on the Site Plan, Figure 2. A detailed discussion of the field investigation, including boring logs, is presented in Appendix A.

Laboratory tests were performed on selected soil samples obtained during the investigation to determine pertinent physical soil properties. Appendix B presents a summary of the laboratory test results.

The recommendations presented herein are based on analyses of the data obtained during our investigation, the data obtained during a previous backhoe investigation by DUCO Engineering, and our experience with similar soil and geologic conditions. Discussions of the prior investigation are summarized in Section 2, Background Review. The locations of the prior site explorations are also shown on Figure 2 and copies of prior exploration logs by DUCO Engineering are included in Appendix A. References reviewed to prepare this report are provided in the *List of References* section.

2. BACKGROUND REVIEW

A prior geotechnical investigation of the subject site was performed in 2002 by DUCO Engineering, Inc. The report was prepared for the Southlands Church International School and includes the excavation and logging of nine test pits located throughout the northern half of the subject site (see Figure 2, Site Plan-Existing) which were excavated to a maximum depth of 12 feet below the existing ground surface. Bedrock was encountered in six of the nine test pits at depths ranging from surface exposures to 10 feet below the existing ground surface and groundwater was not encountered in any of the test pits. The purpose of the report was to address the construction of new classroom buildings and an athletic field. Exploration logs by DUCO Engineering are included in Appendix A.

3. SITE AND PROJECT DESCRIPTION

The subject property is located at 1920 Brea Canyon Cutoff Road, Hacienda Heights, California. The property is an approximately 15.5 acre (674,744 square-foot) irregular-shaped parcel, currently occupied by the Southlands Church International School. The southern half of the school property is developed with nine single-story structures and a large asphalt paved parking lot, and northern half with a large asphalt paved parking lot and a sports field (see Figure 2, Site Plan-Existing).

The property generally slopes to the northwest with cut slopes along the property line adjacent to Ostia Way, the golf course, as well as the southern and eastern edges of the athletic field. The cut slope range up to approximately 11 feet in height with a gradient of 2:1 (Horizontal: Vertical). The total relief across the site is estimated to be approximately 56 feet. A Los Angeles County Flood Control District easement traverses the site as indicted on the Site Plans (see Figures 2 and 3). The presence, depths and dimensions of existing utility pipes in the easement areas was not available at the time of this investigation.

Surface water drainage at the site appears to be to the northwest by sheet flow along the existing ground contours towards the city street and storm drains. Vegetation of the site consists of grasses, shrubs, bushes and trees located in isolated planter areas and are typical to a school campus development. The property is bounded by a two-story multi-family residential structure and two single-story commercial structures to the north, by Ostia Way and five multi-family residential structures to the south, Brea Canyon Cutoff Road to the west, and by Drusilla Way, four multi-family residential structures, and a golf course to the east.

Along the northern and southern property lines of the site are three retaining walls ranging between approximately 2 to 8 feet in height. The first wall is an 8-foot-high retaining wall located along the southern most boundary of the site and retains soils from the three offsite multi-family residential structures. The second wall is a 2- to 8-foot-high retaining wall located along the eastern half of the northern most boundary of the site and retains soils from the onsite athletic field. The third wall consists of a 6- to 8-foot-high retaining wall present along the southern boundary adjacent to Ostia Way and retains soil from Ostia Way and the three offsite multi-family residential structures to the south. A partial fill slope with inclinations of 1:1 to 2:1 is located directly against the eastern portion of the southern wall on the school side obscuring the wall; therefore, the height of the retaining wall has not been established in this area.

Information concerning the proposed development was provided by the office of Van Tilburg, Banvard & Soderbergh, architects and the client, and is preliminary in nature. It is our understanding that the proposed development will consist of five multi-family residential structures, paved driveways and parking areas, swimming pools and recreation facility, and landscaping as depicted on Figure 3 (Site Plan-Proposed). The proposed Canyon Villas I and II will be four stories in height over a subterranean parking level. The proposed East and West Village Townhomes will be three stories and will be constructed on grade. The proposed Courtyards Building will consist of two three- to four-story structures bounding a central parking structure

(wrap product) to be constructed on grade. The proposed recreation structure will be an on grade single-story building and proposed swimming pools are anticipated to be less than 10 feet in depth.

Due to the preliminary nature of the design at this time, wall and column loads were not available. It is anticipated that the building configurations and loading conditions will be as follows:

- Canyon Villas I - wall loads between 3 and 6 kips per linear foot and isolated spread footing loads up to approximately 600 kips. To be constructed over a single subterranean level. The deepest excavation required for construction is anticipated to extend to a depth of approximately 30 feet below the existing ground surface.
- Canyon Villas II - wall loads between 3 and 6 kips per linear foot and isolated spread footing loads up to approximately 600 kips. To be constructed over a single subterranean level. The deepest excavation required for construction is anticipated to extend to a depth of approximately 22 feet below the existing ground surface.
- East Village Townhomes - wall loads between 2 and 5 kips per linear foot and isolated spread footing loads up to approximately 400 kips. To be constructed on-grade. The deepest excavation required for construction is anticipated to extend to a depth of approximately 15 feet below the existing ground surface.
- West Village Townhomes - wall loads between 2 and 5 kips per linear foot and isolated spread footing loads up to approximately 400 kips. To be constructed on-grade. The deepest excavation required for construction is anticipated to extend to a depth of approximately 14 feet below the existing ground surface.
- The Courtyards Building - wall loads between 2 and 6 kips per linear foot and isolated spread footing loads up to approximately 500 kips. To be constructed on-grade. The deepest excavation required for construction is anticipated to extend to a depth of approximately 7 feet below the existing ground surface.
- The Courtyards Parking Structure - wall loads between 5 and 10 kips per linear foot and isolated spread footing loads up to approximately 1,000 kips. To be constructed on-grade. The deepest excavation required for construction is anticipated to extend to a depth of approximately 10 feet below the existing ground surface.
- Recreation Building - wall loads between 1 and 2 kips per linear foot. To be constructed on-grade.

Once the design phase proceeds to a more finalized plan, the recommendations within this report should be reviewed and revised, if necessary. Any changes in the design, location, or elevation of any structure should be reviewed by this office. Geocon Inland Empire, Inc. should be contacted to determine the necessity for review and possible revision of this report.

4. SOIL AND GEOLOGIC CONDITIONS

Regionally, the site is located along the northeastern boundary of the Los Angeles Basin along the north-central edge of the Puente Hills. The Los Angeles Basin is a coastal plain between the Santa Monica Mountains to the north, the Puente Hills and Whittier faults to the east, the Palos Verdes Peninsula and Pacific Ocean to the west, and the Santa Ana Mountains and San Joaquin Hills to the south. The Los Angeles Basin is located in the northern portion of the Peninsular Ranges geomorphic province and is a northwest-trending alluviated lowland plain, sometimes called the Coastal Plain of Los Angeles. The prominent structural features within the Los Angeles Basin include the central lowland plain, the uplifted Palos Verdes Hills, and the northwest trending line of low hills and mesas (underlain by the Newport-Inglewood Fault Zone).

According to Durham and Yurkes (1964), the site is underlain by Holocene Age alluvial deposits consisting of poorly consolidated gravel, sand and silts derived from the Puente Hills. These sediments are underlain at depth by bedrock units of the Miocene Age Puente Formation.

Based on our field investigation, the investigation by DUCO Engineering, Inc., and published geologic maps of the area, the site soils consist of artificial fill, Holocene Age alluvial fan deposits and colluvium underlain by sedimentary bedrock units of the Miocene Age Puente Formation. General soil profiles are provided on the Boring Logs in Appendix A. The soil and geologic units encountered at the site are discussed below.

4.1 Artificial Fill

Artificial fill was encountered in all of our site explorations as well as most of the test pits by DUCO Engineering, Inc. Fill was encountered in our borings to depths between 2 and 4½ feet, and generally consists of silty sand and sandy silt that is medium dense to dense, firm to stiff, moist, and contains varied amounts of bedrock clasts and construction debris. Review of past aerial photos of the subject site displays an old ravine trending southeast to northwest along the designated Los Angeles County Easement from the corner of Ostia Way and Drusilla Way to the center of the northern property line (see Site Plans, Figures 2 and 3). The fill within the ravine was presumably placed prior to construction of the athletic field; however, Geocon did not find documentation indicating that the fill was placed under the observation of a geotechnical consultant. The evaluation of the fill was beyond the scope of this investigation and no exploration was performed within the designated easments. Furthermore, deeper fill could still exist between boring locations on other portions of the site not explored.

4.2 Alluvium

The subject site is underlain by relatively flat-lying Holocene age alluvial deposits generally consisting of fine-grained silty sand, sandy silt, and sandy clay. The soils are primarily medium dense to dense and firm to hard are were derived from the nearby Puente Hills.

4.3 Colluvium

The fill and alluvium is also underlain by colluvial soils derived from in-place weathering of the underlying bedrock units and consists primarily of light olive brown, yellowish brown and dark brown fine-grained clay with sand and bedrock fragments. The colluvial soils are primarily firm to stiff and are the result of slow downhill creep of the remnant topsoil and uppermost weathered bedrock surface.

4.4 Puente Formation

Underlying the artificial fill, alluvium and colluvium is bedrock of the Miocene Age Puente Formation (Durham and Yurkes, 1964). As observed during our field investigation, the bedrock consists of interbedded yellowish brown, olive brown and light olive brown, poorly- to moderately bedded, massive to thickly bedded, fine-grained sandstone, and light yellowish brown, dark yellowish brown, dark brown and light olive brown, well-bedded, thinly bedded siltstone and clayey siltstone. The bedrock exhibits slight to moderate deformation, is intensely to highly weathered, slightly fractured and is shallowly to moderately inclined to the northeast. Based on our review of available geologic maps the bedrock in the site vicinity, north and east of the subject site, generally strikes N25°W to N64°W with dips of 10° to 20° to the northeast, and bedrock in the site vicinity west of the subject site generally strikes N76°E to N80°E with dips of 48° to 80° to the northwest (Durham and Yurkes, 1964). The bedding exposed in the borings that were downhole logged by a Certified Engineering Geologist at the site strikes from N65°W to N85°W with dips of 6° to 15° to the northeast, and is generally consistent with regional trends.

5. GROUNDWATER

Based on a review of the Seismic Hazard Zone Report for the Yorba Linda Quadrangle (California Geological Survey, 2001), the historic high groundwater level was approximately 20 feet in depth beneath the ground surface. Groundwater information presented in this document is generated from data collected in the early 1900's to present.

Groundwater was encountered during exploration in all borings except for Borings 4 and 9 at depths between 11 and 19 feet beneath the ground surface, with corresponding elevations of approximately 568 to 608 feet above mean sea level. Groundwater levels are indicated on the Cross-Section Plans (see Figures 4 through 8). It is not uncommon for groundwater levels to vary seasonally or for groundwater conditions to develop where none previously existed, especially in impermeable fine-grained soils or bedrock which are heavily irrigated or after seasonal rainfall. Proper surface drainage of irrigation and precipitation will be critical to future performance of the project. Recommendations for drainage are provided in the S*urface Drainage* section of this report (see Section 8.31).

6. OIL FIELDS

Based on a review of the California Division of Oil, Gas and Geothermal Resources (DOGGR) Oil and Gas Well Location Maps, the site is not located within the boundaries of any mapped oil fields. No oil wells, existing or abandoned, are indicated in the immediate vicinity of the site. However, due to the voluntary nature of record reporting by the oil well drilling companies, wells may be improperly located or not shown on the location map.

7. GEOLOGIC HAZARDS

7.1 Faulting

The numerous faults in Southern California include active, potentially active, and inactive faults. The criteria for these major groups are based on criteria developed by the California Geological Survey (formerly known as California Division of Mines and Geology (CDMG)) for the Alquist-Priolo Earthquake Fault Zone Program (Hart, 1999). By definition, an active fault is one that has had surface displacement within Holocene time (about the last 11,000 years). A potentially active fault has demonstrated surface displacement during Quaternary time (approximately the last 1.6 million years), but has had no known Holocene movement. Faults that have not moved in the last 1.6 million years are considered inactive.

The site is not within a currently established Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. The site, however, is located in the seismically active Southern California region, and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. The faults in the vicinity of the site are shown in Figure 9, California Fault Map.

The closest active fault to the site is the Whittier Fault located 2.8 miles (4.5 kilometers) south of the site (California Division of Mines & Geology, 1980). Other nearby active faults are the Chino-Central Avenue Fault, the Sierra Madre Fault, the Cucamonga Fault, and the Ellsinore Fault located 8.0 miles northeast, 10.3 miles north, 13.5 miles northeast and 13.7 miles southeast of the site, respectively. The active San Andreas Fault Zone is located approximately 29 miles northeast of the site (Ziony and Jones, 1989).

The closest potentially active fault to the site is the San Jose Fault located approximately 4.3 miles to the north. Other nearby potentially active faults are the Walnut Creek Fault, the Indian Hill Fault, the Norwalk Fault and the El Modino Fault located 6.0 miles north-northwest, 8.2 miles north, 9.0 miles south west and 10.3 miles south of the site, respectively (Ziony and Jones, 1989).

Several buried thrust faults, commonly referred to as blind thrusts, underlie the Los Angeles Basin at depth. These faults are not exposed at the ground surface and are typically identified at depths greater than 3.0 kilometers. The October 1, 1987 M_w 5.9 Whittier Narrows earthquake, and the January 17, 1994 M_w 6.7 Northridge earthquake were a result of movement on the buried thrust faults. The site is located within the boundaries of the vertical projection of the Coyote Hills Segment of the Puente Hills Blind Thrust. These thrust faults are not exposed at the surface and do not present a potential surface fault rupture hazard; however, these active features are capable of generating future earthquakes.

7.2 Seismicity

As with all of Southern California, the site has experienced historic earthquakes from various regional faults. The epicenters of recorded earthquakes with magnitudes equal to or greater than 4.0 within a radius of 60 miles of the site are depicted on Figure 10, California Seismicity Map.

The seismic exposure of the site may be investigated in two ways. The deterministic approach recognizes the Maximum Earthquake, which is the theoretical maximum event that could occur along a fault. The deterministic method assigns a maximum earthquake to a fault derived from formulas that correlate the length and other characteristics of the fault trace to the theoretical maximum magnitude earthquake. The probabilistic method considers the probability of exceedance of various levels of ground motion and is calculated by consideration of risk contributions from regional faults.

7.3 Deterministic Analysis

Table 1 provides a list of known faults within a 60-mile radius of the site. The maximum earthquake magnitude is indicated for each fault. In order to measure the distance of known faults to the site, the computer program *EQFAULT*, (Blake, 2000), was utilized. Principal references used within *EQFAULT* in selecting faults to be included are Jennings (1994), Anderson (1984) and Wesnousky (1986). For this investigation, the ground motion generated by maximum earthquakes on each of the faults is assumed to attenuate to the site per the attenuation relation by Sadigh et. al. (1997), modeling the soil underlying the site as a Building Code Soil Profile Type S_D. The resulting calculated peak horizontal accelerations at the site are shown on Table 1. These values are one standard deviation above the mean.

Using this methodology, the maximum earthquake resulting in the highest peak horizontal accelerations at the site would be a magnitude 6.8 event on the Whittier Fault. Such an event would be expected to generate peak horizontal accelerations at the site of 0.72g.

While listing of peak accelerations is useful for comparison of potential effects of fault activity in a region, other considerations are important in seismic design, including the frequency and duration of motion and the soil conditions underlying the site.

The site could be subjected to moderate to severe ground shaking in the event of a major earthquake on any of the faults referenced above or other faults in Southern California. With respect to seismic shaking, the site is considered comparable to the surrounding developed area.

7.4 Probabilistic Analysis

The computer program *FRISKSP* (Blake, 2000) was used to perform a site-specific probabilistic seismic hazard analysis. The program is a modified version of FRISK (McGuire, 1978) that models faults as lines to evaluate site-specific probabilities of exceedance of given horizontal accelerations for each line source. Geologic parameters not included in the deterministic analysis are included in this analysis. The program operates under the assumption that the occurrence rate of earthquakes on each mapped Quaternary fault is proportional to the fault's slip rate. The program accounts for fault rupture length as a function of earthquake magnitude, and site acceleration estimates are made using the earthquake magnitude and closest distance from the site to the rupture zone. Uncertainty in each of following are accounted for: (1) earthquake magnitude, (2) rupture length for a given magnitude, (3) location of the rupture zone, (4) maximum magnitude of a given earthquake, and (5) acceleration at the site from a given earthquake along each fault. After calculating the expected accelerations from all earthquake sources, the program then calculates the total average annual expected number of occurrences of the site acceleration greater than a specified value. Attenuation relationships suggested by Sadigh et. al. (1997) were utilized in the analysis.

The Upper-Bound Earthquake Ground Motion (UBE) is the level of ground motion that has a 10 percent chance of exceedance in 100 years, with a statistical return period of 949 years. The UBE is typically utilized for the design of critical structures such as schools and hospitals. The Design-Basis Earthquake Ground Motion (DBE) is the level of ground motion that has a 10 percent chance of exceedance in 50 years, with a statistical return period of 475 years.

The DBE is typically used for the design of non-critical structures. The proposed project may be designed utilizing the DBE ground motion.

Based on the computer program *FRISKSP* (Blake, 2000), the UBE and DBE are expected to generate motions at the site of approximately 0.67g and 0.56g respectively. Graphical representations of the analyses are presented on Figures 11 and 12.

7.5 Seismic Design Criteria

The following table summarizes site-specific seismic design criteria obtained from the 1997 Uniform Building Code (UBC). The values listed in the table on the following page are for the Whittier Fault, identified as a Type B fault, with a measured distance of approximately 4.5 kilometers (California Division of Mines & Geology, 1998).

SEISMIC DESIGN PARAMETERS

Parameter	Value	UBC Reference
Seismic Zone Factor, Z	0.40	Table 16-I
Soil Profile Type	S_D	Table 16-J
Seismic Coefficient, C_a	0.46	Table 16-Q
Seismic Coefficient, C_v	0.81	Table 16-R
Near-Source Factor, N_a	1.1	Table 16-S
Near-Source Factor, N_v	1.3	Table 16-T
Control Period, Ts	0.70	---
Control Period, To	0.14	---
Seismic Source	B	Table 16-U

7.6 Liquefaction Potential

Liquefaction involves a sudden loss in strength of saturated, cohesionless soils that are subject to ground vibration and results in temporary transformation of the soil to a fluid mass. If the liquefying layer is near the surface, the effects are much like that of quicksand for any structure located on it. If the layer is deeper in the subsurface, it may provide a sliding surface for the material above it.

The current standard of practice, as outlined in the "Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for Analyzing and Mitigating Liquefaction in California" requires liquefaction analysis to a depth of 50 feet below the lowest portion of the proposed structure. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine- to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

According to the Seismic Hazard Maps of the State of California, Yorba Linda Quadrangle (California Division of Mines & Geology, 1998), the site is located within an area identified as having a potential for liquefaction. The site is underlain by Miocene sedimentary bedrock units and tight well consolidated fine grained alluvium and colluvium. Exploration indicates water seepage was observed within close proximity to the bedrock and laboratory hydrometer testing indicates that the alluvial/colluvial soils overlying the bedrock are not susceptible to liquefaction. Bedrock by its nature is not subject to liquefaction.

Based on these considerations, it is our opinion that the potential for liquefaction and associated ground deformations beneath the site is very low. Further, no surface manifestations of liquefaction are expected at the subject site.

7.7 Landslides

According to the Los Angeles County Seismic Safety Element (Leighton, 1990), the site is not within an area identified as having a potential for slope instability. Additionally, according to the California Geological Survey (1998), the site is not located within an area identified as having a potential for seismic slope instability. The site and surrounding vicinity is gently sloping to the southwest. There are no known landslides near the site, nor is the site in the path of any known or potential landslides. We do not consider the potential for a landslide to be a hazard to this project.

7.8 Earthquake-Induced Flooding

Earthquake-induced flooding is inundation caused by failure of dams or other water-retaining structures due to earthquakes. A review of the Los Angeles County Seismic Safety Element (Leighton, 1990), indicates that the site is not located within the inundation boundaries of up gradient dams or reservoirs. The probability of earthquake-induced flooding is considered very low.

7.9 Tsunamis and Seiches

The site is not located within a coastal area. Therefore, tsunamis, seismic sea waves, are not considered a significant hazard at the site.

According to the Los Angeles County Seismic Safety Element (Leighton, 1990), the site is not located downslope of any large bodies of water that could adversely affect the site in the event of earthquake-induced failures or seiches, wave oscillations in an enclosed or semi-enclosed body of water.

8. CONCLUSIONS AND RECOMMENDATIONS

8.1 General

8.1.1 It is our opinion that neither soil nor geologic conditions were encountered during the investigation that would preclude the construction of the proposed mixed-use development provided the recommendations presented herein are followed and implemented during construction.

8.1.2 Minor amounts of artificial fill were encountered during exploration; however, deeper fills are expected in the unexplored Flood Control District easement areas. Laboratory testing indicates that, in its present condition, the fill and upper alluvial soils are not suitable for direct support of proposed foundations, floor slabs or additional fill. Excavations required to achieve finished floor elevations for many of the proposed structures may penetrate and remove the existing fill and alluvial soils exposing weathered bedrock throughout portions of the excavation bottom (see Cross-Sections, Figures 4 through 8). However, foundations transitioning across fill, alluvium, and bedrock are prone to differential settlements which are not acceptable. In order to provide more

uniform support and minimize the potential for differential settlement, the existing earth materials underlying the structure can be reengineered, which may require over-excavating exposed soil and bedrock in order to create a more uniform, competent fill blanket for foundation and floor slab support. The potential caveat to this earthwork is the presence of shallow groundwater seepage and over-optimum soils which cannot be simply placed and compacted without first drying to near-optimum moisture content. Further, the groundwater seepage levels are subject to fluctuation and could rise due to excessive irrigation or seasonal precipitation. Where supporting soils cannot be engineered and a potential for differential settlement is inherent, a more rigid structural foundation system (grade-beam system, mat foundation, piles) will have to be implemented. Based on these considerations, each structure has to be independently evaluated and designed based on the geologic conditions underlying each structure.

8.1.3 The proposed Canyon Villas I structure, with a preliminary Finish Floor Elevation of 576 feet above mean sea level (MSL), is anticipated to expose both alluvium and bedrock across the excavation bottom. The bedrock exposure will likely be limited to the eastern corner of the building footprint (see Cross-Sections, Figures 5, 6 and 7). Based on current groundwater levels measured during exploration, the seepage zone is very near and possibly above the Finished Floor Elevation. It is likely that a temporary dewatering system will be required during construction and due to the potential difficulties associated with over-excavating and compacting potentially saturated soils, a structural foundation system consisting of precast concrete piles driven into the underlying bedrock is recommended for support of the proposed Canyon Villas I structure.

8.1.4 The proposed Canyon Villas II structure, with a preliminary Finish Floor Elevation of 575 feet MSL, is anticipated to expose both alluvium and bedrock across the excavation bottom. The bedrock exposure will likely be limited to the eastern side of the building footprint (see Cross-Sections, Figures 4 and 7). Based on current groundwater levels measured during exploration, the seepage zone is approximately 4 feet below the Finished Floor Elevation. Due to the potential difficulties associated with over-excavating and compacting over-optimum soils, and the transition from alluvium to bedrock within the building footprint, a structural foundation system consisting of precast concrete piles driven into the underlying bedrock is recommended for support of the proposed Canyon Villas II structure. The pile foundation system may also be utilized in conjunction with a structural slab to span the existing Flood Control District Easement which traverses the northern edge of the proposed Canyon Villas II building footprint (see Site Plan, Figure 3).

8.1.5 The proposed East Village Townhomes, with a preliminary Finish Floor Elevation of 602 feet MSL, is anticipated to expose both artificial fill and alluvium across the excavation bottom (see Cross-Sections, Figures 6 and 8). Based on current groundwater levels measured during exploration, the seepage zone is approximately 14 feet below the Finished Floor Elevation. The soils exposed at proposed excavation bottom are relatively near the optimum moisture content for

the soils and can likely be excavated and properly compacted to create an engineered fill blanket beneath the structure, without extensive labor intensive spreading or drying activities. Subsequent to grading and the creation of the engineered fill blanket, a grade-beam system may be utilized for support of the proposed East Village Townhomes structure.

8.1.6 The proposed West Village Townhomes, with a preliminary Finish Floor Elevation of 600 feet MSL, is anticipated to expose artificial fill, alluvium, and bedrock across the excavation bottom (see Cross-Sections, Figures 4 and 8). Based on current groundwater levels measured during exploration, the seepage zone is approximately 6 feet below the Finished Floor Elevation. The soils exposed at proposed excavation bottom are relatively near to slightly above the optimum moisture content for the soils and can likely be excavated and properly compacted to create an engineered fill blanket beneath the structure, without minor to moderate spreading and drying activities. Wet or expansive soils can be excavated and replaced with more favorable site soils generated from onsite cuts. If bedrock is encountered in the excavation bottom it will have to be over-excavated approximately three feet and properly compacted to create a more uniform engineered blanket beneath the structure. Subsequent to grading and the creation of the engineered fill blanket, a grade-beam system may be utilized for support of the proposed West Village Townhomes structure.

8.1.7 The proposed Courtyards structure (North and South Buildings and Parking Garage), with preliminary Finish Floor Elevations of 610 and 620 for North and South, respectively, is anticipated to expose both artificial fill and alluvium across the excavation bottom (see Cross-Sections, Figures 6 and 8). However, additional exploration is required along the northeastern and southeastern portions of the overall building footprint to verify subsurface conditions and potential presence of shallow bedrock and groundwater. Based on current groundwater levels measured during exploration, the seepage zone is estimated to be approximately 12 feet below the proposed Finished Floor Elevations. The soils exposed at proposed excavation bottom are relatively near to slightly above the optimum moisture content for the soils and can likely be excavated and properly compacted to create an engineered fill blanket beneath the structure, without minor to moderate spreading and drying activities. Wet or expansive soils can be excavated and replaced with more favorable site soils generated from onsite cuts. If bedrock is encountered in the excavation bottom it will have to be over-excavated approximately three feet and properly compacted to create a more uniform engineered blanket beneath the structure. Subsequent to grading and the creation of the engineered fill blanket, a grade-beam system may be utilized for support of the proposed North and South Buildings, and reinforced concrete mat foundation may be utilized for the Parking Garage. The Courtyards structure requires side by side construction between the north and south residential components and the much heavier central parking structure. It is suggested that the parking structure be constructed prior to the adjacent condominium structure in order to allow the majority of the static settlement to occur. This will help to minimize differential settlements between the two structures prior to making any connections.

8.1.8 The proposed Recreation Building, with a preliminary Finish Floor Elevation of 600 feet MSL, is anticipated to expose both artificial fill and alluvium across the excavation bottom (see Cross-Section, Figure 5). Based on current groundwater levels measured during exploration, the seepage zone is approximately 14 feet below the Finished Floor Elevation. The soils exposed at proposed excavation bottom are relatively near the optimum moisture content for the soils and can likely be excavated and properly compacted to create an engineered fill blanket beneath the structure, without extensive labor intensive spreading or drying activities. Subsequent to grading and the creation of the engineered fill blanket, a conventional shallow spread foundation system may be utilized for support of the proposed Recreation Building.

8.1.9 The proposed swimming pools may expose artificial fill, alluvium, and bedrock across the excavation bottom. The swimming pool shells are typically similar to a reinforced concrete mat foundation and can typically mitigate minor to moderate differential settlement across the footprint. It is recommended that uniformity be maintained beneath the proposed swimming pools where possible. This may require the over-excavation and undercutting of bedrock, if bedrock is not exposed everywhere throughout the excavation bottom. The proposed pools should be constructed utilizing an expansive soils design and a hydrostatic relief valve should be considered to mitigate potential fluctuations in the groundwater level.

8.1.10 As previously noted, relatively shallow groundwater is present throughout the subject site. Some of the proposed excavations and building designs will require temporary and permanent dewatering considerations. Where water is present or could possibly be present due to a potential future rise, a permanent dewatering system will be required to relieve and mitigate the water pressure. As an alternative to the permanent dewatering and continuous pumping, the proposed retaining walls and floor slab may be designed for full hydrostatic pressure. Recommendations for temporary and permanent dewatering are discussed in Sections 8.4 and 8.5 of this report.

8.1.11 Waterproofing of subterranean walls and slabs is recommended for this project. Particular care should be taken in the design and installation of waterproofing to avoid moisture problems, or actual water seepage into the structure through any normal shrinkage cracks which may develop in the concrete walls, floor slab, foundations and/or construction joints. The design and inspection of the waterproofing is not the responsibility of the geotechnical engineer. A waterproofing consultant should be retained in order to recommend a product or method which would provide protection to subterranean walls, floor slabs and foundations.

8.1.12 If the water level is higher than the bottom of the structure, the utilization of a hydrostatic design (fully waterproofed bathtub) will generate uplift (buoyant) forces as a result of the high water table which can actually lift or float the structure unless the building is sufficiently heavy. Temporary dewatering must be maintained during construction of the subterranean level until the building is

heavy enough to resist the buoyant forces. If the buoyant forces are greater than the weight of the structure, permanent anchoring of the foundation will be required to prevent the building from lifting. This can be accomplished by structurally joining the foundation to other structural elements, such as piles or vertical grouted anchors. The buoyant forces and weight of the structure should be analyzed by the project structural engineer.

8.1.13 Due to the depth of the excavation and the proximity to the property lines, city streets, and adjacent offsite structures, excavation activities will require sloping and possibly shoring measures in order to provide a stable excavation.

8.1.14 The excavation heights for the structures are anticipated to be less than 15 feet vertically. North and west-facing cuts will expose bedding within the bedrock that is dipping from 6° to 15° degrees and an adverse component of bedding may be present. The adverse bedding and jointing could induce a potential surcharge on retaining walls, and excavations must be conducted in a manner that maintains stability. Recommendations for temporary excavations are provided in Section 8.25 of this report.

8.2 Soil and Excavation Characteristics

8.2.1 The in-situ soils and weathered bedrock can be excavated with moderate effort using conventional excavation equipment. Moderate slumping and caving should be anticipated in unshored excavations where water may seep from the face of the excavation. North and west-facing cuts that expose bedrock must be inspected by a certified engineering geologist to verify the presence of out of slope bedding and to determine if there is a stability risk.

8.2.2 It is the responsibility of the contractor to ensure that all excavations and trenches are properly shored and maintained in accordance with applicable OSHA rules and regulations to maintain safety and maintain the stability of adjacent existing improvements.

8.2.3 All onsite excavations must be conducted in such a manner that potential surcharges from existing structures, construction equipment, and vehicle loads are resisted. The surcharge area may be defined by a 1:1 projection down and away from the bottom of an existing foundation or vehicle load. Penetrations below this 1:1 projection will require special excavation measures such as shoring. Excavation recommendations are provided in the *Temporary Excavations* section of this report (see Section 8.25).

8.2.4 The soils encountered during this investigation are highly variable and exhibit "low" to "high" expansion potential as defined by the Uniform Building Code (UBC) Table No.18-I-B.

8.3 Minimum Resistivity, pH and Water-Soluble Sulfate

8.3.1 Potential of Hydrogen (pH) and resistivity testing as well as chloride content testing were performed on representative samples of soil to generally evaluate the corrosion potential to surface and deep subterranean utilities. The tests were performed in accordance with California Test Method Nos. 643 and 422 and indicate that a potential for corrosion of buried ferrous metals exists on site. The results are presented in Appendix B (Figure B16) and should be considered for design of underground structures. Due to the corrosive potential of the soils, it is suggested that ABS pipes be considered, in lieu of cast-iron, for retaining wall drains and subdrains beneath structures.

8.3.2 Laboratory tests were performed on representative samples of the site materials to measure the percentage of water-soluble sulfate content. Results from the laboratory water-soluble sulfate tests are presented in Appendix B (Figure B16) and indicate that the site soils possess "negligible" sulfate exposure to concrete structures as defined by UBC Table 19-A-4.

8.3.3 Geocon Inland Empire, Inc. does not practice in the field of corrosion engineering. If corrosion sensitive improvements are planned, it is recommended that a corrosion engineer be retained to evaluate corrosion test results and incorporate the necessary precautions to avoid premature corrosion on buried metal pipes and concrete structures in direct contact with the soils.

8.4 Temporary Dewatering

8.4.1 Temporary dewatering will likely necessary for this project since proposed excavations are anticipated to penetrate below the encountered groundwater level. It is important to understand that groundwater levels can fluctuate seasonally throughout the life of the structure and that levels could rise above present levels. Consideration should be given to designs that account for fluctuations in the water table.

8.4.2 It is anticipated that groundwater is present throughout the site; however, the majority of the alluvial soils are very fine grained and not conducive to high permeability or allowing free flow of water through the alluvial mass. It is anticipated that during open excavations the majority of groundwater seepage will emanate from the face of the excavation into the alluvial mass.

8.4.3 It is recommended that a qualified dewatering consultant be retained to assess flow rates during the design phase of the project. Temporary dewatering consisting of perimeter wells with interior well points may not be effective due to the presence of fine grained soils and bedrock as well as the inability of a well to produce groundwater draw-down in its vicinity. It is our opinion that if wells are ineffective, the water may be collected and controlled within the excavation through the use of gravel filled trenches (French drains).

The number and locations of the French drains can be adjusted during excavation activities as necessary to collect and control any encountered seepage. The French drains will then direct the collected seepage to a sump where it will be pumped out of the excavation.

8.4.4 If shoring piles are required, the design embedment of the shoring pile toes must be maintained during excavation activities. The toes of the perimeter shoring piles should be deepened to take into account any required excavations necessary to place an adjacent French drain system, or sub-slab drainage system. It is not anticipated that a perimeter French drain will be more than 24 inches in depth below the proposed excavation bottom where situated adjacent to a shoring pile. If a French drain is to remain on a permanent basis, it must be lined with filter fabric to prevent soil migration into the gravel.

8.5 Permanent Dewatering

8.5.1 If the subterranean portion of the structure will be below the zone of potential seepage and is not designed for full hydrostatic pressure, a permanent dewatering system will be required to relieve and mitigate the water pressure. A subdrainage system consisting of perforated pipe placed in gravel-filled trenches may be installed beneath the subterranean slab-on-grade to intercept and direct groundwater to a sump and pumping unit.

8.5.2 A typical permanent sub-slab drainage system would consist of an eight to twelve-inch thick layer of compacted, ¾-inch gravel that is placed upon a layer of filter fabric (Miami 500X or equivalent). Subdrain pipes leading to sump areas, provided with automatic pumping units, should drain the gravel layer. The drain lines should consist of perforated pipe, placed with perforations down, in trenches that are at least one foot below the gravel layer. The excavation bottom, as well as the trench bottoms should be lined with filter fabric prior to placing and compacting gravel. The trenches should be spaced approximately 40 feet apart at most, within the interior, and should extend along to the perimeter of the building. Subsequent to the installation of the drainage system, the waterproofing system and building slab may then be placed on the densified gravel. A mud- or rat-slab may be placed over the waterproofing system for protection during placement of rebar and slab construction.

8.5.3 Recommendations for design flow rates for the permanent dewatering system should be determined by a qualified contractor or dewatering consultant.

8.6 Grading

8.6.1 Earthwork should be observed, and compacted fill tested by representatives of Geocon Inland Empire, Inc.

8.6.2 A preconstruction conference should be held at the site prior to the beginning of grading operations with the owner, contractor, civil engineer and geotechnical engineer in attendance. Special soil handling requirements can be discussed at that time.

8.6.3 Grading should commence with the removal of all existing vegetation and existing improvements from the area to be graded. Deleterious debris such as wood and root structures should be exported from the site and should not be mixed with the fill soils. Asphalt and concrete should not be mixed with the fill soils unless approved by the Geotechnical Engineer. All existing underground improvements planned for removal should be completely excavated and the resulting depressions properly backfilled in accordance with the procedures described herein.

8.6.4 The bedrock exposed in the excavation bottom must be cut or benched so that fill can be placed in horizontal layers. Excavation bottoms must be observed and approved by the Geotechnical Engineer (a representative of Geocon Inland Empire, Inc.) prior to the placement of engineered fill. All fill and backfill soils should be placed in horizontal loose layers approximately 6 to 8 inches thick, moisture conditioned to near optimum moisture content, and compacted to at least 90 percent relative compaction as determined by ASTM Test Method D 1557-02.

8.6.5 Due to the presence of high-moisture content soils at the bottom of the excavation, pumping of the soils may occur during operation of heavy equipment. Should this condition exist, rubber tire equipment should not be allowed in the excavation bottom until it is stabilized or extensive soil disturbance could result. If a temporary or permanent dewatering system is to be installed for this project, subgrade stabilization may be accomplished by placing a one-foot thick layer of washed, angular ¾-inch gravel atop a stabilization fabric (Mirafi 500X or equivalent), subsequent to subgrade approval. This procedure should be conducted in sections until the entire excavation bottom has been blanketed by fabric and gravel. Heavy equipment may operate upon the gravel once it has been placed. The gravel should be compacted to a dense state utilizing a vibratory drum roller. The placement of gravel at the subgrade level should be coordinated with the temporary or permanent dewatering of the site. The gravel and fabric system will function as both a permeable material for any necessary dewatering procedures, as well as a stable material upon which heavy equipment may operate.

8.6.6 Where permanent dewatering is not required and subgrade stabilization will be necessary, alternative methods of subgrade stabilization are provided in the *Soil Stabilization* section of this report (see Section 8.8).

8.6.7 If site soils are over optimum moisture content they will require spreading or drying activities before they can be placed and compacted. It is recommended that in areas of cut, the drier surficial

soils be stockpiled for later use as engineered fill, and the over-optimum soils be exported or placed where spreading and drying activities can be performed.

8.6.8 Where a reinforced concrete mat foundation is utilized (The Courtyards Parking Garage), the mat should be underlain by a minimum of four feet properly compacted engineered fill, and/or stabilized subgrade, and/or the compacted gravel blanket for a temporary or permanent dewatering system. Where a grade beam foundation system is utilized (East and West Village & The Courtyards North and South Buildings) it must be underlain a minimum of four feet of by properly compacted engineered fill. Where a conventional spread foundation system is utilized (Recreation Building) it must be underlain a minimum of three feet of properly compacted engineered fill. The slab-on-grade for pile-supported structures (Canyon Villas I and II) should be designed to derive support from the deepened foundation system and should not rely on the soil underlying the slab for long term support.

8.6.9 Where engineered fill is to be placed for support of a structure, any encountered soft soils at the excavation bottom should be stabilized or removed as necessary and any soils unintentionally disturbed should be properly recompacted or replaced with suitable stabilization materials at the direction of the Geotechnical Engineer (a representative of Geocon).

8.6.10 Utility trenches should be properly backfilled in accordance with the requirements of the Green Book (latest edition). The pipe should be bedded with clean sands (Sand Equivalent greater than 30) to a depth of at least one foot over the pipe. The remainder of the trench backfill may be derived from onsite soil or approved import soil and compacted as necessary until the required compaction is obtained.

8.6.11 All imported fill shall be observed, tested and approved by Geocon Inland Empire, Inc. prior to use in the building pad area. Rocks larger than six inches in diameter shall not be used in the fill. Imported soils used in the building pad area should have an expansion index less than 50.

8.6.12 All excavation bottoms must be observed and approved by the Geotechnical Engineer (a representative of Geocon), prior to placing fill, steel, gravel or concrete.

8.7 Shrinkage

8.7.1 Shrinkage results when a volume of material removed at one density is compacted to a higher density. A shrinkage factor of between 10 and 25 percent should be anticipated when excavating and compacting the existing earth materials on the site to an average relative compaction of 92 percent.

8.8 Soil Stabilization

8.8.1 In areas where the subgrade is saturated, over-optimum or soft, or may be subject to the introduction of additional moisture (seepage or rainy season), proper compaction will likely not be possible or achieved in a timely manner without introducing stabilization measures. Based on the typical construction schedule and necessity to avoid delays, the implementation of stabilization measures may be warranted.

8.8.2 Bottom stabilization may be achieved by introducing a thin lift of three to six-inch diameter crushed angular rock into the soft excavation bottom. The use of crushed concrete will also be acceptable. The crushed rock should be spread thinly across the excavation bottom and pressed into the soils by track rolling or wheel rolling with heavy equipment. It is very important that voids between the rock fragments are not created so the rock must be thoroughly pressed or blended into the soils. In order to prevent excessive disturbance to a soft subgrade, it is recommended that track mounted equipment be utilized to conduct the spreading operations. Once the excavation bottom has been stabilized, the placement of structural fill may commence.

8.8.3 As an alternative, dry cement may be introduced into the upper 18 to 24 inches of the exposed bottom. The cement will mitigate the over-optimum soils and provide improved strength for the engineered fill. The cement should only be spread in an area where mixing and compaction can be completed in the same working day. The cement content for the required stabilization should be approximately five percent by dry weight of the combined cement/soil mixture. Once the stabilized soil has been processed, compacted, and allowed to cure for a minimum of two days, it is recommended that heavy construction equipment, such as a scraper, not be operated directly on the stabilized subgrade, until a minimum of one additional foot of engineered fill has been placed. The stabilization procedure will create a crust that will bridge across the underlying soft wet soils. The utilization of very heavy construction equipment could damage the existing bridging capacity of the soil crust resulting in soil pumping. Once the crust has been damaged there will no longer be a stable working surface for the placement and compaction of the paving section and obtaining the required compaction could become very difficult and time consuming. If necessary, the entire fill blanket of the building pad can be blended with cement to mitigate the over-optimum nature of the soils.

8.9 Foundation Design

8.9.1 Foundations transitioning across fill, alluvium, and bedrock are prone to differential settlements which are not acceptable. In order to provide more uniform support and minimize the potential for differential settlement, the existing earth materials underlying the structure can be reengineered, which may require over-excavating exposed soil and bedrock in order to create a more uniform, competent fill blanket for foundation and floor slab support. Where supporting soils cannot be engineered and a potential for differential settlement is inherent, a more rigid structural foundation

system (grade-beam system, mat foundation, piles) will have to be implemented. Based on these considerations, each structure has been independently evaluated and designed based on the geologic conditions underlying the each structure.

8.9.2 It is recommended that the proposed Canyon Villas I and II structures be supported on a structural foundation system consisting of precast concrete piles driven into the underlying bedrock. The pile foundation system may also be utilized in conjunction with a structural slab to span over the existing Flood Control District Easement which traverses the northern edge of the proposed Canyon Villas II building footprint.

8.9.3 It is recommended that the proposed East and West Village Townhomes be supported on a reinforced concrete grade-beam system underlain by a minimum four-foot-thick engineered fill blanket.

8.9.4 It is recommended that the proposed Courtyards structure (North and South Buildings) be supported on a reinforced concrete grade-beam system underlain by a minimum four-foot-thick engineered fill blanket. However, the proposed Parking Garage should be supported on reinforced concrete mat foundation underlain by a minimum four-foot-thick engineered fill blanket. The North and South Buildings of the Courtyards structure requires side by side construction with the much heavier central parking structure. It is suggested that the parking structure be constructed prior to the adjacent North and South Buildings in order to allow the majority of the static settlement to occur. This will help to minimize differential settlements between the structures prior to making any connections.

8.9.5 The proposed Recreation Building may be supported on a shallow spread foundation system underlain by a minimum three-foot-thick engineered fill blanket.

8.10 Driven Pile Foundation Recommendations

8.10.1 Driven piles should derive support in the dense bedrock with a minimum embedment depth of 20 feet into bedrock. For preliminary design purposes 12, 14 and 16 inch square pre-cast concrete piles will be assumed for design.

8.10.2 Based on a combination of skin friction and end bearing, 12, 14 and 16 inch square pre-cast concrete piles embedded 20 feet into the bedrock are anticipated to yield allowable axial capacities of approximately 105 kips, 115 kips, and 125 kips, respectively. Single pile uplift capacity can be taken as 50 percent of the allowable downward capacity. Dynamic pile testing should be performed to verify pile lengths and measured pile capacities prior to fabricating piles.

8.10.3 The allowable downward capacity and allowable uplift capacity may be increased by one-third when considering transient wind or seismic loads.

8.10.4 If pile spacing is at least three times the maximum dimension of the pile, no reduction in axial capacity or lateral load capacity is considered necessary for group effects. If pile spacing is closer than three pile diameters, an evaluation for group effects including appropriate reductions should be performed by Geocon based on pile dimension and spacing.

8.10.5 Pile settlement is expected to be less than ½ inch or less. The majority of settlement should occur on initial application of loading during construction.

8.10.6 It is recommend that a pile driving system be utilized that can achieve a driving energy of at least 40,000 foot-pounds. The foundation contractor should select the pile hammer system. The system should preclude overstressing piles during driving. Driving cushions and followers should be capable of imparting a uniform distribution of hammer energy to the piles. In addition, they should be designed to reduce the loss of energy due to absorption of the blow.

8.10.7 Displacement piles may encounter significant driving resistance with depth. Predrilling may be required if difficult driving resistance is encountered. The necessity for predrilling should be evaluated during the indicator pile program. If predrilling is required, it is recommended that the bore diameter be at least 2 inches smaller than the largest dimension of the pile to prevent excessive loss in the frictional component of the pile capacity. Predrilling should not be conducted below a depth of 10 feet and the pile should be driven to a minimum of 5 feet beyond the depth of the predrilled hole. Driving shoes may also be required.

8.10.8 For increased resistance to differential foundation movement and lateral drift, the pile tops should be interconnected in two horizontal directions with grade beams or tied with a structural slab. The project structural engineer should provide slab and grade beam design, reinforcement and spacing dependent on anticipated loading. However, for grade beams we recommend a minimum embedment depth below lowest adjacent pad grade of 24 inches and a minimum width of 12 inches. In addition, minimum reinforcement should consist of four No. 5 steel reinforcing bars; two placed near the top of the grade beam and two near the bottom.

8.11 Dynamic Pile Testing

8.11.1 Dynamic pile testing should be performed on indicator and production piles utilizing a Pile Driving Analyzer (PDA). The information obtained from the indicator test program should be used to evaluate the need to modify production pile lengths to achieve design capacities, as well as develop

driving criteria that can be used during installation of production piles. The following recommendations should be implemented for dynamic testing of foundations.

8.12 Preconstruction Analyses

8.12.1 At least two weeks prior to commencing pile driving, the contractor should submit pile and driving equipment data to Geocon and the dynamic testing consultant. The dynamic testing consultant should perform a wave equation analyses to assess the ability of the proposed driving system to install the pile to the required capacity and penetration depth within allowable driving stresses. The dynamic testing consultant should submit a summary report of the wave equation results to Geocon for review.

8.12.2 Approval of the proposed driving system will be based on the wave equation analyses indicating that the proposed driving system can develop a pile capacity of at least 2.5 times the design load at a driving resistance within allowable driving stress limits for the pile.

8.12.3 A new pile driving system, modifications to existing system, or new pile installation procedures should be proposed by the contractor if the pile installation stresses predicted by the wave equation analysis exceed 0.85f'c minus fpe (f'c is the concrete compressive strength [psi], and fpe is the effective prestress after losses [psi]).

8.13 Indicator Piles

8.13.1 A testing consultant experienced in dynamic testing should perform pile testing. Dynamic monitoring should be performed using a Pile Driving Analyzer Model PAK or PAL. The pile driving equipment should conform to the requirements of ASTM D-4945-00, Standard Test Method for High Strain Dynamic Testing of Piles.

8.13.2 At least 8 indicator piles should be driven (1 at each corner of the Canyon Villas I and II building footprints) and the indicator pile locations will be provided by Geocon. The indicator piles can be utilized as production piles provided they extend to design length and achieve design capacity without pile head damage. Dynamic testing should be performed on each indicator pile during initial driving and during restrike driving. Restrike driving should be performed 24 hours or more after initial driving.

8.13.3 Each indicator pile should be driven to a capacity of at least 2.5 times the design load. If the required capacity is not reached near plan depth/pile tip elevation specified, pile driving shall be stopped and the pile tested for restrike capacity after a wait period of at least 24 hours.

8.13.4 At the completion of the indicator pile testing and prior to production piles, the dynamic testing consultant should prepare a written report of the indicator pile program. This report should contain a discussion of the pile capacity obtained from the dynamic testing. The report should also discuss hammer and driving system performance, driving stress levels, and pile integrity.

8.13.5 CAPWAP analyses of the dynamic pile testing data should be performed for the indicator pile test program.

8.13.6 The dynamic testing consultant should perform a refined wave equation analysis based on variations in subsurface conditions and/or drive system performance observed during the indicator pile program.

8.14 Production Piles

8.14.1 During production pile driving, allowable capacity of the driven piles should be verified using information obtained during the indicator pile test program and dynamic testing on production piles. If a specified pile length is reached without satisfying the established driving criteria for capacity, pile driving should continue until the final set of the pile equals or exceeds the required pile capacity. Restrike driving may need to be performed several days after initial driving to enable pile capacity verification. Piles that encounter practical driving refusal prior to reaching the specified pile length may be acceptable, depending on pile and hammer behavior during driving. The geotechnical engineer should observe pile driving and evaluate each pile on a case-by-case basis. Continuous records of pile driving operations should be kept and any field changes reviewed by the project structural engineer.

8.14.2 Dynamic testing should be performed on at least 5 percent of production piles. The location of piles for dynamic testing should be determined by Geocon in the field during pile installation. The number of production piles dynamically tested can be modified by the geotechnical engineer based on actual field conditions encountered. If dynamic test results indicate, pile capacity has been achieved at plan depth, than restrike driving of production piles is not required. However, if pile capacity is not attained during initial driving, the pile should be tested during restrike driving after a period of at least 24 hours from initial driving. If pile capacity is not reached after restrike driving, additional wait time or longer piles may be required. The geotechnical engineer can provide recommendations in the field if such conditions occur.

8.14.3 Within one day after production pile testing, the Dynamic Testing Consultant should prepare a field report summarizing the dynamic testing results. The daily report should include the calculated driving stresses, transferred energy, and estimated pile capacity at the time of testing.

8.14.4 CAPWAP analysis should be performed on each production pile dynamically tested.

8.15 Dynamic Pile Testing – General

8.15.1 The geotechnical engineer can provide recommendations in the field if practical driving refusal is encountered prior to reaching the specified pile tip elevation. Predrilling may be required if driving refusal is encountered.

8.15.2 Restrike driving should be performed with a warmed up hammer and should consist of striking the pile with 50 blows or until the pile penetrates an additional three inches, whichever occurs first. In the event pile movement is less than ¼-inch during restrike, the restrike may be terminated after 20 blows.

8.15.3 Additional indicator piles or more dynamic testing of production piles may be required if field conditions warrant (i.e., unusual blow counts, penetration, or piling behavior). The geotechnical engineer will determine the number and location of additional indicator piles or dynamically tested production piles.

8.16 Conventional Foundation Design

8.16.1 Continuous footings may be designed for an allowable bearing capacity of 1,800 pounds per square foot, and should be a minimum of 12 inches in width, 24 inches in depth below the existing ground surface, and 24 inches into the recommended bearing material.

8.16.2 Isolated spread foundations may be designed for an allowable bearing capacity of 2,200 pounds per square foot, and should be a minimum of 24 inches in width, 24 inches in depth below the existing ground surface, and 24 inches into the recommended bearing material.

8.16.3 The soil bearing pressure above may be increased by 20 psf and 100 psf for each additional foot of foundation width and depth, respectively, up to a maximum allowable soil bearing pressure of 4,000 psf.

8.16.4 The allowable bearing pressure may be increased by one-third for transient loads due to wind or seismic forces.

8.16.5 If depth increases are utilized for footings additional grading will be required to maintain the required three-foot-thick fill blanket beneath foundations. This office should be provided a copy of the final construction plans so that the excavation recommendations presented herein could be properly reviewed and revised if necessary.

8.16.6 Continuous footings should be reinforced with four No. 4 steel reinforcing bars, two placed near the top of the footing and two near the bottom. Reinforcement for spread footings should be designed by the project structural engineer.

8.16.7 The above foundation dimensions and minimum reinforcement recommendations are based on soil conditions and building code requirements only, and are not intended to be used in lieu of those required for structural purposes.

8.16.8 The upper 12 inches of slab subgrade should be moisture conditioned to two percent above optimum moisture content prior to placement of concrete.

8.16.9 Foundation excavations should be observed by the Geotechnical Engineer (a representative of Geocon Inland Empire, Inc.) prior to the placement of reinforcing steel and concrete to verify that the excavations and exposed soil conditions are consistent with those anticipated. If unanticipated soil conditions are encountered, foundation modifications may be required.

8.17 Grade Beam (Waffle-Slab) & Mat Foundation System

8.17.1 Proposed grade beam and mat foundation systems may derive support in newly placed engineered fill, and or stabilized subgrade. If depth increases are utilized for footings additional grading will be required to maintain the required four-foot-thick fill blanket beneath foundations. It is recommended that a modulus of subgrade reaction of 40 pounds per cubic inch be utilized for the design of the grade beam system or mat foundation bearing on engineered fill. Where the proposed mat or grade beam foundation is directly underlain by 18 inches of Class II aggregate base compacted to 95 percent relative compaction as determined by ASTM Test Method D 1557-02, a modulus of subgrade reaction of 250 pounds per cubic inch (pci) may be utilized. Where the proposed mat or grade beam foundation is directly underlain by 24 inches of cement stabilized soil a modulus of subgrade reaction of 300 pounds per cubic inch (pci) may be utilized.

8.17.2 The grade beam system consists of a continuous perimeter reinforced concrete grade beam foundation which is interconnected to column foundations with interior grade beams and a concrete slab. The system of grade beams, in conjunction with the slab, provides a stiffer foundation system which is capable of distributing building loads, while bracing interior columns in two horizontal directions which helps to minimize differential settlements. The grade beams and slab should be poured monolithically wherever possible.

8.17.3 Unless specifically designed by the project structural engineer, the concrete slab-on-grade for the grade beam system should be a minimum of 5-inches thick with minimum slab reinforcement of No. 4 steel reinforcing bars placed 16 inches on center in both horizontal directions. Steel

reinforcing should be positioned vertically near the slab midpoint. The thickness of and reinforcement for the mat foundation should be designed by the project structural engineer.

8.17.4 Continuous grade beam foundations may be designed for a bearing value of 1,800 pounds per square foot, and should be a minimum of 12 inches in width and 24 inches in depth below the lowest adjacent grade.

8.17.5 Isolated spread foundations which are interconnected to the grade beam system, may be designed for an allowable bearing capacity of 2,200 pounds per square foot, and should be a minimum of 24 inches square and 24 inches in depth below the lowest adjacent grade.

8.17.6 The soil bearing pressure above may be increased by 20 psf and 100 psf for each additional foot of foundation width and depth, respectively, up to a maximum allowable soil bearing pressure of 4,000 psf.

8.17.7 It is anticipated that the proposed mat foundation will impart an average pressure of less than 1,500 psf, with locally higher pressures up to 3,000 psf. The maximum allowable bearing value is 4,000 pounds per square foot.

8.17.8 Mat foundations, continuous grade beam foundations and associated slabs should be designed by the project structural engineer.

8.17.9 The allowable bearing pressure may be increased by one-third for transient loads due to wind or seismic forces.

8.17.10 Foundation excavations should be observed by the Geotechnical Engineer (a representative of Geocon Inland Empire, Inc.), prior to the placement of reinforcing steel and concrete to verify that the excavations and exposed soil conditions are consistent with those anticipated. If unanticipated soil conditions are encountered, foundation modifications may be required.

8.17.11 This office should be provided a copy of the final construction plans so that the excavation recommendations presented herein could be properly reviewed and revised if necessary.

8.18 Miscellaneous Foundations

8.18.1 Small outlying miscellaneous structures, such as property line walls, planter walls and trash enclosures, which will not be rigidly connected to a proposed structure, may be supported on a minimum of 12 inches of newly placed engineered fill. Where removal and recompaction cannot be performed, such as adjacent to property lines, foundations may bear in the undisturbed native

soils at or below a depth of two feet. Miscellaneous foundations may be designed for a bearing value of 1,000 pounds per square foot, and should be a minimum of 12 inches in width, 24 inches in depth below the lowest adjacent grade and 12 inches into the recommended bearing material. Should the soils exposed in the excavation bottom be soft, compaction of the soft soils will be required prior to placing steel or concrete. Compaction of the foundation excavation bottom is typically accomplished with a compaction wheel or mechanical whacker. As an alternative, excavations should be deepened as necessary to extend into satisfactory soils.

8.18.2 Foundation excavations should be observed by the Geotechnical Engineer (a representative of Geocon Inland Empire, Inc.), prior to the placement of reinforcing steel and concrete to verify that the excavations and exposed soil conditions are consistent with those anticipated.

8.19 Swimming Pool/Spa

8.19.1 The proposed swimming pools may expose artificial fill, alluvium, and bedrock across the excavation bottom. The swimming pool shells are typically similar to a reinforced concrete mat foundation and can typically mitigate minor to moderate differential settlement across the footprint. It is recommended that uniformity be maintained beneath the proposed swimming pools where possible. This may require the over-excavation and undercutting of bedrock, if bedrock is not exposed everywhere throughout the excavation bottom. The proposed pools should be constructed utilizing an expansive soils design and a hydrostatic relief valve should be considered to mitigate potential fluctuations in the groundwater level.

8.19.2 If a spa is proposed it must be constructed independent of the swimming pool and must not be cantilevered from the swimming pool shell.

8.20 Foundation Settlement

8.20.1 Based on the variability in the size and loading configurations for the proposed structures, different static settlements should be expected. The settlement analyses provided herein are very preliminary and are based on the following assumed loading configurations:

- Canyon Villas I & II - wall loads between 3 and 6 kips per linear foot and isolated spread footing loads up to approximately 600 kips. The maximum expected static settlement for the structure supported on piles deriving support in the underlying bedrock is estimated to be less than ½ inch and occur below the heaviest loaded structural element. The majority of the settlement of the foundation system is expected to occur on initial application of loading. Differential settlement is not expected to exceed ½ inch over a distance of twenty feet.
- East & West Village Townhomes - wall loads between 2 and 5 kips per linear foot and isolated spread footing loads up to approximately 400 kips. The maximum expected static settlement for

the structure supported in engineered fill is estimated to be less than 2 inches and occur below the heaviest loaded structural element. The majority of the settlement of the foundation system is expected to occur on initial application of loading. Differential settlement is not expected to exceed 1 inch over a distance of twenty feet.

- The Courtyards Building - wall loads between 2 and 6 kips per linear foot and isolated spread footing loads up to approximately 500 kips. The maximum expected static settlement for the structure supported in engineered fill is estimated to be less than 2 inches and occur below the heaviest loaded structural element. The majority of the settlement of the foundation system is expected to occur on initial application of loading. Differential settlement is not expected to exceed 1 inch over a distance of twenty feet.
- The Courtyards Parking Structure - wall loads between 5 and 10 kips per linear foot and isolated spread footing loads up to approximately 1,000 kips yielding an average pressure of less than 1,500 psf, with locally higher pressures up to 3,000 psf. The maximum expected static settlement for the structure supported in engineered fill is estimated to be less than 2 inches and occur below the heaviest loaded structural element. The majority of the settlement of the foundation system is expected to occur on initial application of loading. Differential settlement is not expected to exceed 1 inch over a distance of twenty feet.
- The Recreation Building - wall loads between 1 and 2 kips per linear foot. The maximum expected static settlement for the structure supported in engineered fill is estimated to be less than ¾ inch and occur below the heaviest loaded structural element. The majority of the settlement of the foundation system is expected to occur on initial application of loading. Differential settlement is not expected to exceed ½ inch over a distance of twenty feet.

8.20.2 Once the foundation designs and loading configurations proceed to a more finalized plan, the recommendations within this report must be reviewed and revised, if necessary.

8.21 Lateral Design

8.21.1 Resistance to lateral loading may be provided by friction acting at the base of foundations and by passive earth pressure. An allowable coefficient of friction of 0.2 may be used with the dead load forces in engineered fill, 0.15 in undisturbed alluvium, and 0.4 in bedrock.

8.21.2 Passive earth pressure for the sides of footings poured against engineered fill may be computed as an equivalent fluid having a density of 200 pounds per cubic foot with a maximum earth pressure of 2,000 pounds per square foot. Passive earth pressure for the sides of footings poured against undisturbed alluvium may be computed as an equivalent fluid having a density of 150 pounds per cubic foot with a maximum earth pressure of 1,500 pounds per square foot. For the design of deepened foundations, lateral loads may be resisted by passive resistance within the undisturbed,

moderately weathered bedrock. The passive resistance in the bedrock may be assumed to act as a fluid with a density of 300 pounds per cubic foot. A maximum passive earth pressure of 3,000 pounds per square foot may be assumed. All piles shall be considered fixed at a depth of five feet of embedment into competent bedrock.

8.21.3 When combining passive and friction for lateral resistance, the passive component should be reduced by one third. A one-third increase in the passive value may be used for wind or seismic loads.

8.22 Concrete Slab-on-Grade

8.22.1 Where not specifically designed by the project structural engineer, concrete slabs-on-grade for structures, not subject to vehicle loading, should be a minimum of 4-inches thick and minimum slab reinforcement should consist of No. 3 steel reinforcing bars placed 18 inches on center in both horizontal directions. Steel reinforcing should be positioned vertically near the slab midpoint.

8.22.2 Where moisture sensitive floor coverings are planned, a moisture barrier should be placed and covered with 2 inches of clean dry sand (Sand Equivalent greater than 30). The moisture barrier may consist of a polyethylene sheet (visqueen) having a minimum thickness of 15 mils. Due to the shallow nature of the groundwater beneath the site, actual waterproofing should be considered for all slabs-on-grade. A qualified waterproofing consultant or qualified contractor should install the moisture barrier or waterproofing membrane.

8.22.3 Exterior slabs, not subject to traffic loads, should be at least 4 inches thick and reinforced with No. 3 steel reinforcing bars placed 18 inches on center in both horizontal directions, positioned near the slab midpoint. Prior to construction of slabs, the subgrade should be moisture conditioned to 2 percent above optimum moisture content and properly compacted. Crack control joints should be spaced at intervals not greater than 8 feet and should be constructed using saw-cuts or other methods as soon as practical following concrete placement. Crack control joints should extend a minimum depth of one-fourth the slab thickness. Construction joints should be designed by the project structural engineer.

8.22.4 Due to the highly expansive nature of the site soils, slabs should be doweled into adjacent curbs and foundations to minimize movements and offsets which could lead to a potential tripping hazard. As an alternative, the upper soils could be replaced with non-expansive soils which will reduce the potential for movements and offsets.

8.22.5 The recommendations of this report are intended to reduce the potential for cracking of slabs due to settlement. However, even with the incorporation of the recommendations presented herein, foundations, stucco walls, and slabs-on-grade may exhibit some cracking due to minor soil movement and/or concrete shrinkage. The occurrence of concrete shrinkage cracks is independent of the supporting soil characteristics. Their occurrence may be reduced and/or controlled by limiting the slump of the concrete, proper concrete placement and curing, and by the placement of crack control joints at periodic intervals, in particular, where re-entrant slab corners occur.

8.23 Preliminary Pavement Recommendations

8.23.1 The following pavement sections are based on an assumed R-Value of 20. Once site grading activities are complete additional R-Value testing should be performed for verification purposes. Pavement thicknesses were determined following procedures outlined in the *California Highway Design Manual* (Caltrans). It is anticipated that the majority of traffic will consist of automobile traffic.

PRELIMINARY PAVEMENT DESIGN SECTIONS

Location	Estimated Traffic Index (TI)	Asphalt Concrete (inches)	Class 2 Aggregate Base (inches)
Automobile Parking	3	3	4
Driveways	4.5	3	8
Trash Truck & Fire Lanes	7	4	12

8.23.2 Asphalt concrete should conform to Section 203-6 of the "*Standard Specifications for Public Works Construction*" (Green Book). Class 2 aggregate base materials should conform to Section 26-1.02A of the "*Standard Specifications of the State of California, Department of Transportation*" (Caltrans). The paving section should be placed over a minimum of 12 inches of subgrade soil that has been compacted to a minimum of 92 percent relative compaction, as determined by ASTM Test Method D 1557-02.

8.23.3 Unless specifically designed by a structural engineer, concrete paving that will be utilized for support of vehicles should be a minimum of 6 inches of 4,000 psi portland cement concrete reinforced with No. 3 steel reinforcing bars placed 18 inches on center in both horizontal directions. Concrete paving supporting vehicular traffic should be underlain by a minimum of 4 inches of aggregate base and a compacted, minimum 12 inch thick subgrade. The subgrade and base material should be compacted to at least 95 percent relative compaction, as determined by ASTM Test Method D 1557-02.

8.23.4 The performance of pavements is highly dependent upon providing positive surface drainage away from the edge of pavements. Ponding of water on or adjacent to the pavement will likely result in saturation of the subgrade materials and subsequent cracking, subsidence and pavement distress. If planters are planned adjacent to paving, it is recommended that the perimeter curb be extended at least 12 inches below the bottom of the aggregate base to minimize the introduction of water beneath the paving.

8.24 Retaining Wall Design

8.24.1 The recommendations presented below are generally applicable to the design of rigid concrete or masonry retaining walls. Retaining walls not restrained at the top should be designed utilizing a triangular distribution of pressure as indicated in the table below:

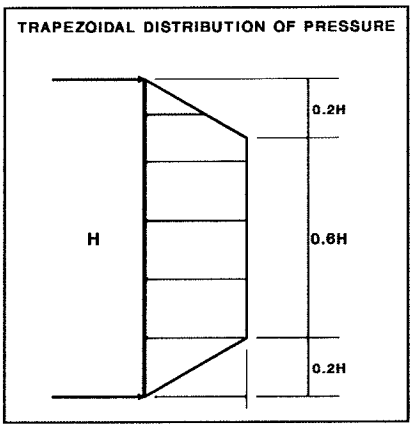
Walls (Level Backslope, Unfavorable Geology (S & E))

HEIGHT OF WALL (feet)	EQUIVALENT FLUID PRESSURE (Pounds Per Cubic Foot)
Up to 15	50

Walls (Level to 1.5:1 Backslope, Favorable Geology)

HEIGHT OF WALL (feet)	BACKSLOPE (β)	EQUIVALENT FLUID PRESSURE (Pounds Per Cubic Foot)
Up to 15	0	35
Up to 15	2:1 (H:V)	43

8.24.2 Restrained walls are those that are not allowed to rotate more than 0.001H (where H equals the height of the retaining portion of the wall in feet) at the top of the wall. Where walls are restrained from movement at the top, walls may be designed to resist a trapezoidal pressure distribution of lateral earth pressure as indicated in the diagram on the following page.



8.24.3 Design walls for the following:

Restrained Walls, Level Backfill Surface

HEIGHT OF WALL (feet)	E.F.P. (adverse geology – residual shear strength)	E.F.P. (favorable geology – cross-bedded shear strength)
Up to 12	30H	24H

8.24.4 The wall pressures provided above assume that the retaining wall will be properly drained preventing the buildup of hydrostatic pressure. If retaining wall drainage is not implemented, it is recommended that the entire below grade portion of the undrained retaining wall be designed for full hydrostatic pressure based on a water level at the ground surface. The equivalent fluid pressure to be used in design of the undrained cantilever walls and restrained walls would be would be 90 pcf and 55H (where H is the height of the wall in feet), respectively. The value includes hydrostatic pressures plus buoyant lateral earth pressures.

8.24.5 Additional active pressure should be added for a surcharge condition due to sloping ground, vehicular traffic or adjacent structures and should be designed for each condition as the project progresses. Once the design becomes more finalized, an addendum letter can be prepared addressing specific surcharge conditions throughout the project, if necessary.

8.24.6 In addition to the recommended earth pressure, the upper ten feet of the subterranean wall adjacent to the street should be designed to resist a uniform lateral pressure of 100 pounds per square foot, acting as a result of an assumed 300 pounds per square foot surcharge behind the walls due to normal street traffic. If the traffic is kept back at least ten feet from the subterranean walls, the traffic surcharge may be neglected.

8.24.7 Retaining walls should be provided with a drainage system extended at least two-thirds the height of the wall. At the base of the drain system, a subdrain covered with a minimum of 12 inches of gravel should be installed, and a compacted fill blanket or other seal placed at the surface (see Figure 13). The clean bottom and subdrain pipe, behind a retaining wall, should be observed by the Geotechnical Engineer (a representative of Geocon), prior to placement of gravel or compacting backfill.

8.24.8 As an alternative, a plastic drainage composite such as Miradrain or equivalent may be installed in continuous, 4-foot wide columns along the entire back face of the wall, at 8 feet on center. The top of these drainage composite columns should terminate approximately 18 inches below the ground surface, where either hardscape or a minimum of 18 inches of relatively cohesive material should be placed as a cap (see Figure 14). These vertical columns of drainage material would then be connected at the bottom of the wall to a continuous 4-foot high strip of similar drainage composite, a 4 inch perforated subdrain pipe covered with a minimum of 12 inches of gravel per lineal foot, or a 4 inch pipe that penetrates through the wall footing and connects to a subdrain pipe beneath the building.

8.24.9 Subdrainage pipes or rock pockets at the base of the retaining wall drainage system should outlet to an acceptable location or may be connected through pipes placed in sleeves through the bottom of the wall or footing, where they would then connect to a sump located below the floor slab.

8.24.10 Moisture affecting below grade walls is one of the most common post-construction complaints. Poorly applied or omitted waterproofing can lead to efflorescence or standing water inside the building. Due to the depth of the subterranean level and presence of groundwater, waterproofing is recommended for the subterranean level. Particular care should be taken in the design and installation of waterproofing to avoid moisture problems, or actual water seepage into the structure through any normal shrinkage cracks which may develop in the concrete walls, floor slab, foundations and/or construction joints. The design and inspection of the waterproofing is not the responsibility of the geotechnical engineer. A waterproofing consultant should be retained in order to recommend a product or method, which would provide protection to subterranean walls, floor slabs and foundations.

8.25 Temporary Excavations

8.25.1 Shallow temporary excavations are anticipated to be less than 30 feet in height. The excavations are expected to expose fill, alluvium, and bedrock. Due to a potential adverse bedding configuration within the bedrock, excavations into bedrock should be sloped and/or shored in order to provide a stable excavation. All cut slopes must be observed by the Project Geologist (a representative of Geocon Inland Empire, Inc.) during excavation.

8.25.2 Vertical excavations in excess of five feet will require sloping and/or shoring measures in order to provide a stable excavation. *Shoring* data is provided in Section 8.26 of this report.

8.25.3 Where sufficient space is available, temporary unsurcharged embankments could be sloped back at a uniform 1:1 slope gradient or flatter. A uniform slope does not have a vertical portion. If unstable bedrock is exposed it may have to be trimmed back along the plane of bedding, or shored.

8.25.4 Should excavations be required adjacent to an existing structure or street, the bottom of any unshored excavation should be restricted so as not to extend below a plane drawn at 1:1 downward from the foundation of the existing structure or vehicle load in the street.

8.25.5 Where sloped embankments are utilized, the top of the slope should be barricaded to prevent vehicles and storage loads at the top of the slope within a horizontal distance equal to the height of the slope. If the temporary construction embankments are to be maintained during the rainy season, berms are suggested along the tops of the slopes where necessary to prevent runoff water from entering the excavation and eroding the slope faces. Our personnel should inspect the soils exposed in the cut slopes during excavation so that modifications of the slopes can be made if variations in the soil conditions occur. All excavations should be stabilized within 30 days of initial excavation.

8.26 Shoring – Soldier Pile Design and Installation

8.26.1 The following information on the design and installation of shoring is preliminary. Review of the final shoring plans and specifications should be made by this office prior to bidding or negotiating with a shoring contractor.

8.26.2 One method of shoring would consist of steel soldier piles, placed in drilled holes and backfilled with concrete. As an alternative, the steel beams may be vibrated or driven into place. Where maximum excavation heights are less than 10 feet the soldier piles are typically designed as cantilevers. Where excavations exceed 10 feet, soldier piles will likely require lateral bracing utilizing drilled tie-back anchors or raker braces. The need for lateral bracing and the acceptable shoring deflection should be determined by the project shoring engineer.

8.26.3 Drilled cast-in-place soldier piles should be placed no closer than 2 diameters on center. The minimum diameter of the piles is 18 inches. Structural concrete should be used for the soldier piles below the excavation; lean-mix concrete may be employed above that level. As an alternative, lean-mix concrete may be used throughout the pile where the reinforcing consists of a wideflange section. The slurry must be of sufficient strength to impart the lateral bearing pressure developed by the wideflange section to the soil. For design purposes, an allowable passive value for the soils below the bottom plane of excavation may be assumed to be 150 pounds per square foot per foot.

The allowable passive value may be doubled for isolated piles, spaced a minimum of twice the pile diameter. To develop the full lateral value, provisions should be implemented to assure firm contact between the soldier piles and the undisturbed soils.

8.26.4 Groundwater is anticipated in excavations for the proposed soldier piles. Piles placed below the water level require the use of a tremie to place the concrete into the bottom of the hole. A tremie should consist of a rigid, water-tight tube having a diameter of not less than 4 inches with a hopper at the top. The tube should be equipped with a device that will close the discharge end and prevent water from entering the tube while it is being charged with concrete. The tremie should be supported so as to permit free movement of the discharge end over the entire top surface of the work and to permit rapid lowering when necessary to retard or stop the flow of concrete. The discharge end should be closed at the start of the work to prevent water entering the tube and should be entirely sealed at all times, except when the concrete is being placed. The tremie tube should be kept full of concrete. The flow should be continuous until the work is completed and the resulting concrete seal should be monolithic and homogeneous. The tip of the tremie tube should always be kept about five feet below the surface of the concrete and definite steps and safeguards should be taken to insure that the tip of the tremie tube is never raised above the surface of the concrete.

8.26.5 A special concrete mix should be used for concrete to be placed below water. The design should provide for concrete with an unconfined compressive strength psi of 1,000 pounds per square inch (psi) over the initial job specification. An admixture that reduces the problem of segregation of paste/aggregates and dilution of paste should be included. The slump should be commensurate to any research report for the admixture, provided that it should also be the minimum for a reasonable consistency for placing when water is present.

8.26.6 Casing will likely be required since squeezing and caving of drilled excavations is anticipated in the saturated and/or granular soils. If casing is used, extreme care should be employed so that the pile is not pulled apart as the casing is withdrawn. At no time should the distance between the surface of the concrete and the bottom of the casing be less than five feet. Continuous observation of the drilling and pouring of the piles by the Geotechnical Engineer (a representative of Geocon Inland Empire, Inc.) is required.

8.26.7 The frictional resistance between the soldier piles and retained soil may be used to resist the vertical component of the anchor load. The coefficient of friction may be taken as 0.40 based on uniform contact between the steel beam and lean-mix concrete and retained earth. The portion of soldier piles below the plane of excavation may also be employed to resist the downward loads. The downward capacity may be determined using a frictional resistance of 300 pounds per square foot.

8.26.8 Due to the nature of the site soils, it is expected that continuous lagging between soldier piles will be required. However, it is recommended that the exposed soils be observed by the Geotechnical Engineer (a representative of Geocon Inland Empire, Inc.) to verify the cohesive nature of the soils and the areas where lagging may be omitted. As a minimum, it is required that the upper five feet of lagging be backfilled with slurry.

8.26.9 In areas where water will seep from the excavation face, the excavations for lagging and lagging placement should be carefully coordinated. The time between lagging excavation and lagging placement should be as short as possible. Soldier piles should be designed for the full anticipated pressures. Due to arching in the soils, the pressure on the lagging will be less. It is recommended that the lagging be designed for the full design pressure but limited to a maximum of 400 psf.

8.26.10 For design of cantilevered or restrained shoring, it is recommended that an equivalent fluid pressure based on the following table, be utilized for design.

HEIGHT OF CANTILEVERED SHORING (FEET)	EQUIVALENT FLUID PRESSURE (Pounds Per Cubic Foot) (ACTIVE PRESSURE)	EQUIVALENT FLUID PRESSURE (Pounds Per Cubic Foot) (AT-REST PRESSURE)
Up to 15 w/ level backfill	30	45
Up to 15 w/ 1:1 slope above	50	65
Up to 15 w/ adverse bedding	42	57

8.26.11 It is very important to note that active pressures can only be achieved when movement in the soil (earth wall) occurs. If movement in the soil is not acceptable, such as adjacent to an existing structure or utility, the at-rest pressure should be considered for design purposes.

8.26.12 A trapezoidal distribution of lateral earth pressure would also be appropriate where shoring is to be restrained at the top by bracing or tie-backs. The lateral earth pressure to be used for design of temporary shoring is provided in the table below:

HEIGHT OF SHORING "H" (Feet)	LATERAL EARTH PRESSURE (Where H is the height of the shoring in feet, plus the surcharge loading occurring due to traffic in the streets or any surcharge loading imposed by any adjacent structures.)
Up to 15 w/ level backfill	23H
Up to 15 w/ 1:1 slope above	35H
Up to 15 w/ adverse bedding	31H

8.26.13 Where a combination of sloped embankment and shoring is utilized, the pressure will be greater and must be determined for each combination. Additional active pressure should be added for a surcharge condition due to vehicular traffic or adjacent structures and should be designed for each condition as the project progresses. Surcharge pressures should be incorporated into the shoring design as necessary.

8.26.14 In addition to the recommended earth pressure, the upper ten feet of the shoring adjacent to the street should be designed to resist a uniform lateral pressure of 100 pounds per square foot, acting as a result of an assumed 300 pounds per square foot surcharge behind the shoring due to normal street traffic. If the traffic is kept back at least ten feet from the shoring, the traffic surcharge may be neglected.

8.26.15 The recommendations presented herein are preliminary and are based on numerous assumptions. Once the design becomes more finalized, an addendum letter should be prepared addressing specific surcharge conditions throughout the project.

8.26.16 It is difficult to accurately predict the amount of deflection of a shored embankment. It should be realized that some deflection will occur. It is recommended that the deflection be minimized to prevent damage to existing structures and adjacent improvements. The need for lateral bracing and the acceptable shoring deflection should be determined by the project shoring engineer.

8.26.17 Because of the depth of the excavation, some means of monitoring the performance of the shoring system is suggested. The monitoring should consist of periodic surveying of the lateral and vertical locations of the tops of all soldier piles and the lateral movement along the entire lengths of selected soldier piles.

8.27 Tie-Back Anchors

8.27.1 Tie-back anchors may be used to resist lateral loads. Friction anchors are recommended. For design purposes, it may be assumed that the active wedge adjacent to the shoring is defined by a plane drawn 35 degrees with the vertical through the bottom plane of the excavation. Friction anchors should extend a minimum of 20 feet beyond the potentially active wedge and to greater lengths if necessary to develop the desired capacities. The locations and depths of all offsite utilities should be thoroughly checked and incorporated into the drilling angle design for the tie-back anchors.

8.27.2 The capacities of the anchors should be determined by testing of the initial anchors as outlined in a following section. Only the frictional resistance developed beyond the active wedge would be effective in resisting lateral loads. Anchors should be placed at least 6 feet on center to be

considered isolated. Based on the height of the proposed excavation, two rows of anchors may be required. For preliminary design purposes, it is estimated that drilled friction anchors constructed without utilizing post-grouting techniques will develop average skin frictions as follows:

- Up to 5 feet below the top of the excavation – 200 pounds psf.
- Up to 12 feet below the top of the excavation – 350 pounds psf.
  (The above pressures take buoyant forces into account.)

8.27.3 Depending on the techniques utilized, and the experience of the contractor performing the installation, it is anticipated that a friction capacity in excess of 1.5 kips per linear foot could be utilized for post-grouted anchors. Only the frictional resistance developed beyond the active wedge should be utilized in resisting lateral loads.

8.28 Anchor Installation

8.28.1 Tied-back anchors are typically installed at an angle between 20 and 40 degrees below the horizontal; however, occasionally alternative angles are necessary to avoid existing improvements and utilities. The locations and depths of all offsite utilities should be thoroughly checked prior to design and installation of the tie-back anchors. Caving of the anchor shafts, particularly within sand and gravel deposits should be anticipated during installation and provisions should be implemented in order to minimize such caving. It is suggested that hollow-stem auger drilling equipment be used to install the anchors.

The anchor shafts should be filled with concrete by pumping from the tip out, and the concrete should extend from the tip of the anchor to the active wedge. In order to minimize the chances of caving, it is recommended that the portion of the anchor shaft within the active wedge be backfilled with sand before testing the anchor. This portion of the shaft should be filled tightly and flush with the face of the excavation. The sand backfill should be placed by pumping; the sand may contain a small amount of cement to facilitate pumping.

8.29 Anchor Testing

8.29.1 All of the anchors should be tested to at least 150 percent of design load. The total deflection during this test should not exceed 12 inches. The rate of creep under the 150 percent test load should not exceed 0.1 inch over a 15-minute period in order for the anchor to be approved for the design loading.

8.29.2 At least ten percent of the anchors should be selected for "quick" 200 percent tests and three additional anchors should be selected for 24-hour 200 percent tests. The purpose of the 200 percent tests is to verify the friction value assumed in design. The anchors should be tested to develop twice the assumed friction value. These tests should be performed prior to installation of additional

tiebacks. Where satisfactory tests are not achieved on the initial anchors, the anchor diameter and/or length should be increased until satisfactory test results are obtained.

8.29.3 The total deflection during the 24-hour 200 percent test should not exceed 12 inches. During the 24-hour tests, the anchor deflection should not exceed 0.75 inches measured after the 200 percent test load is applied.

8.29.4 For the "quick" 200 percent tests, the 200 percent test load should be maintained for 30 minutes. The total deflection of the anchor during the 200 percent quick tests should not exceed 12 inches; the deflection after the 200 percent load has been applied should not exceed 0.25 inch during the 30-minute period.

8.29.5 After a satisfactory test, each anchor should be locked-off at the design load. This should be verified by rechecking the load in the anchor. The load should be within 10 percent of the design load. A representative of this firm should observe the installation and testing of the anchors.

8.30 Internal Bracing

8.30.1 Rakers may be utilized to brace the soldier piles in lieu of tieback anchors. The raker bracing could be supported laterally by temporary concrete footings (deadmen) or by the permanent, interior footings.

For design of such temporary footings or deadmen, poured with the bearing surface normal to rakers inclined at 45 degrees, a bearing value of 1,000 pounds per square foot may be used, provided the shallowest point of the footing is at least one foot below the lowest adjacent grade.

8.31 Surface Drainage

8.31.1 Proper surface drainage is critical to the future performance of the project. Infiltration of irrigation excess and storm runoff into the supporting soils can adversely affect the performance of the planned improvements. Saturation of a soil can cause it to lose internal shear strength and increase its compressibility, resulting in a change in the original designed engineering properties. Proper drainage should be maintained at all times.

8.31.2 All site drainage should be collected and transferred to the street in non-erosive drainage devices. Drainage should not be allowed to pond anywhere on the site, and especially not against any foundation or retaining wall. Landscape irrigation is not recommended within five feet of the building perimeter footings except when enclosed in protected planters.

8.31.3 Positive site drainage should be provided away from structures, pavement, and the tops of slopes to swales or other controlled drainage structures. Any building pad and pavement areas should be fine graded such that water is not allowed to pond.

8.32 Plan Review

8.32.1 Grading, foundation and shoring plans should be reviewed by the Geotechnical Engineer prior to finalization to verify that the plans have been prepared in substantial conformance with the recommendations of this report and to provide additional analyses or recommendations, if necessary.

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Wesnousky, S.G., 1986, *Earthquakes, Quaternary Faults and Seismic Hazard in California*, Journal of Geophysical Research, Vol. 91, No. B12, pp. 12,587–12,631.

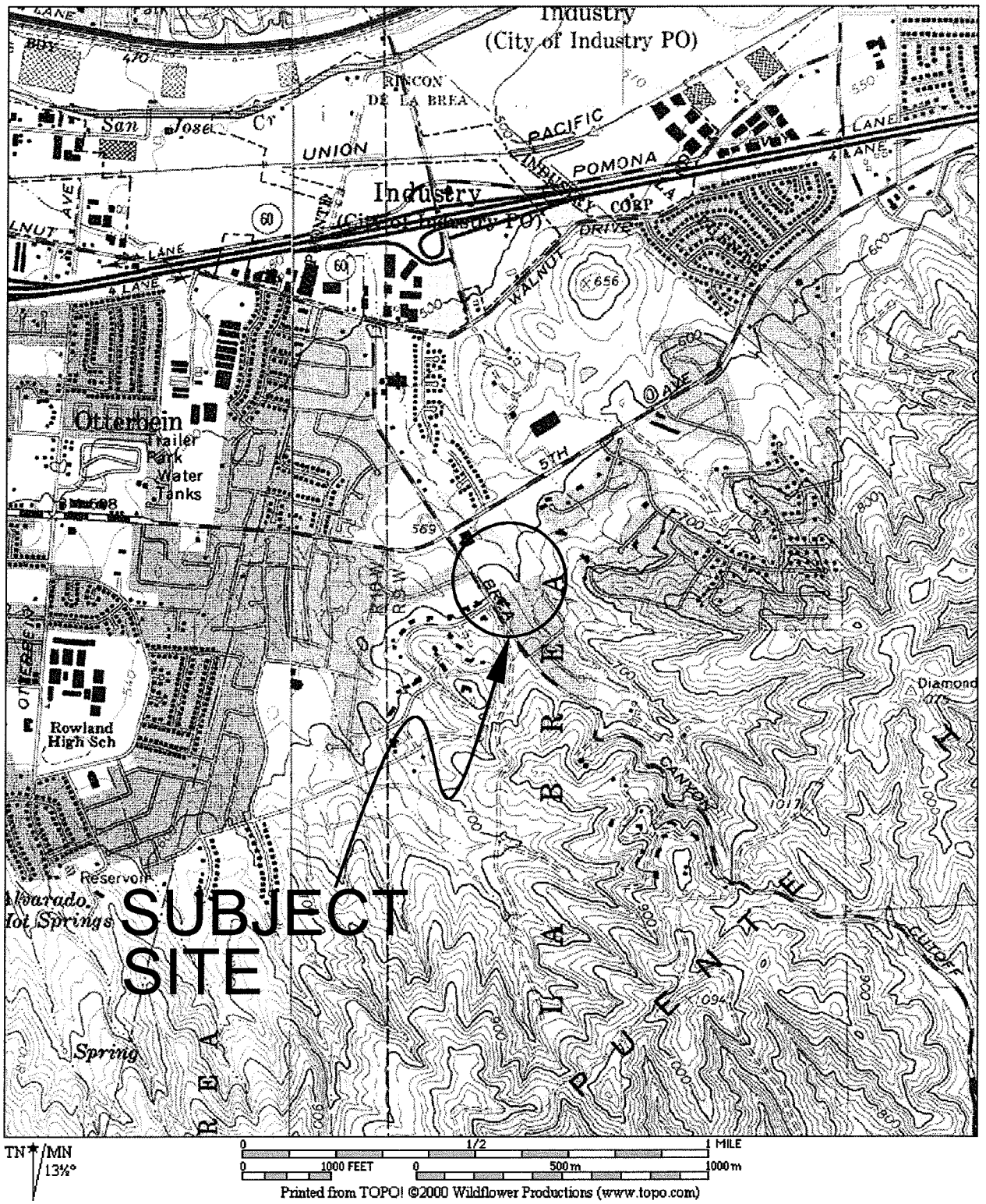
Ziony, J.I., and Jones, L.M., 1989, *Map Showing Late Quaternary Faults and 1978–1984 Seismicity of the Los Angeles Region, California*, U.S. Geological Survey Miscellaneous Field Studies Map MF-1964.

LIMITATIONS AND UNIFORMITY OF CONDITIONS

1. The recommendations of this report pertain only to the site investigated and are based upon the assumption that the soil conditions do not deviate from those disclosed in the investigation. If any variations or undesirable conditions are encountered during construction, or if the proposed construction will differ from that anticipated herein, Geocon Inland Empire, Inc. should be notified so that supplemental recommendations can be given. The evaluation or identification of the potential presence of hazardous or corrosive materials was not part of the scope of services provided by Geocon Inland Empire, Inc.

2. This report is issued with the understanding that it is the responsibility of the owner, or of his representative, to ensure that the information and recommendations contained herein are brought to the attention of the architect and engineer for the project and incorporated into the plans, and the necessary steps are taken to see that the contractor and subcontractors carry out such recommendations in the field.

3. The findings of this report are valid as of the present date. However, changes in the conditions of a property can occur with the passage of time, whether they are due to natural processes or the works of man on this or adjacent properties. In addition, changes in applicable or appropriate standards may occur, whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated wholly or partially by changes outside our control. Therefore, this report is subject to review and should not be relied upon after a period of three years.



REFERENCE: U.S.G.S. TOPOGRAPHIC MAPS, 7.5 MINUTE SERIES, HOLLYWOOD, CA QUADRANGLE

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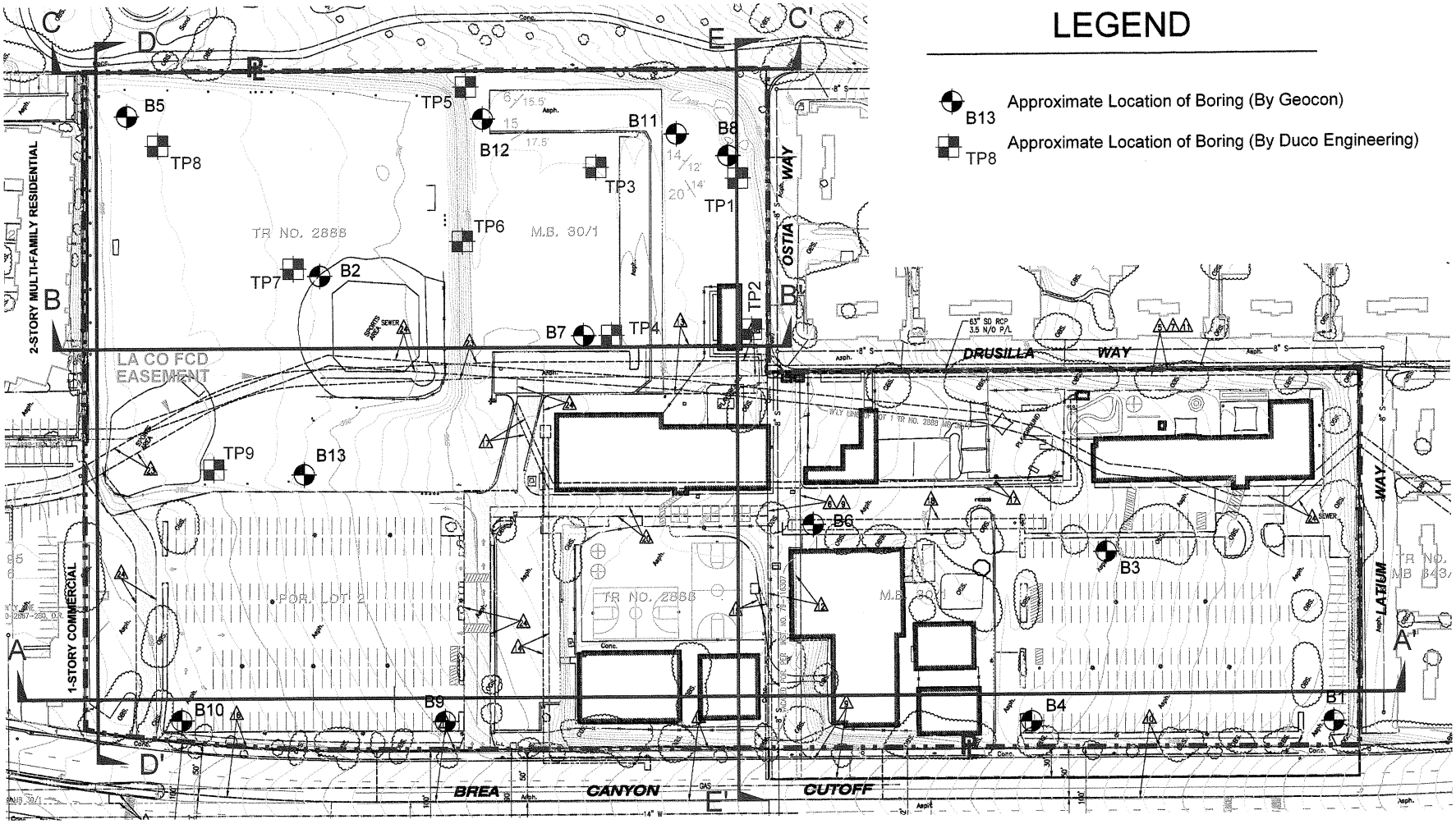
VICINITY MAP

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

RG		8000

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. 1



LEGEND

B13 Approximate Location of Boring (By Geocon)

TP8 Approximate Location of Boring (By Duco Engineering)

0 100' 200'

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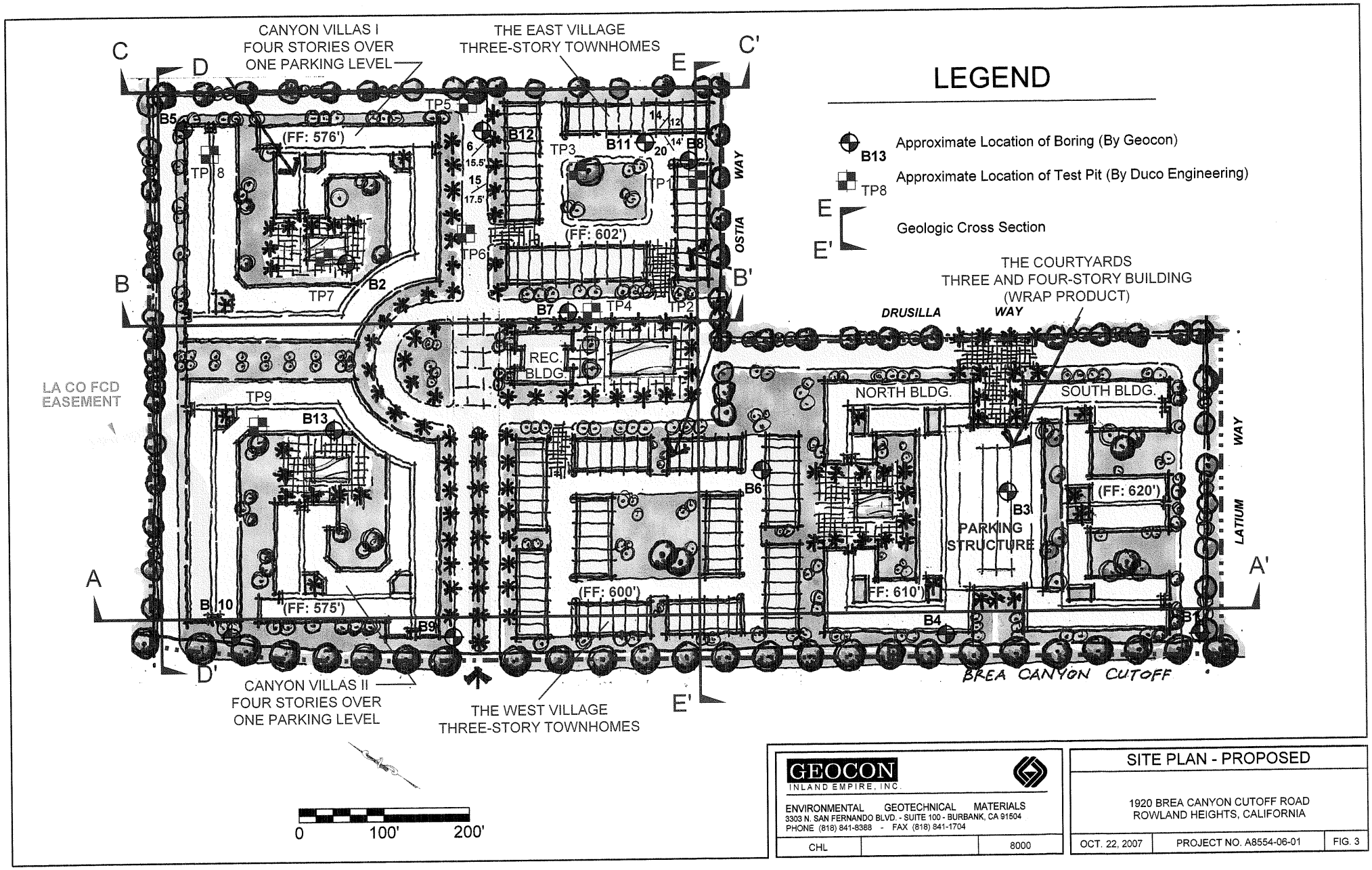
CHL		8000

SITE PLAN - EXISTING

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. 2



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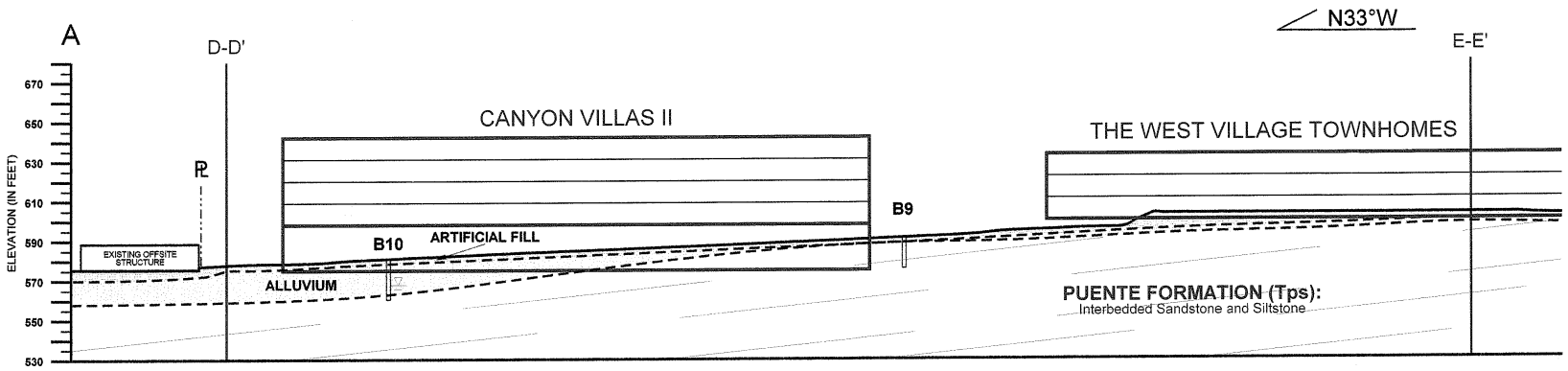
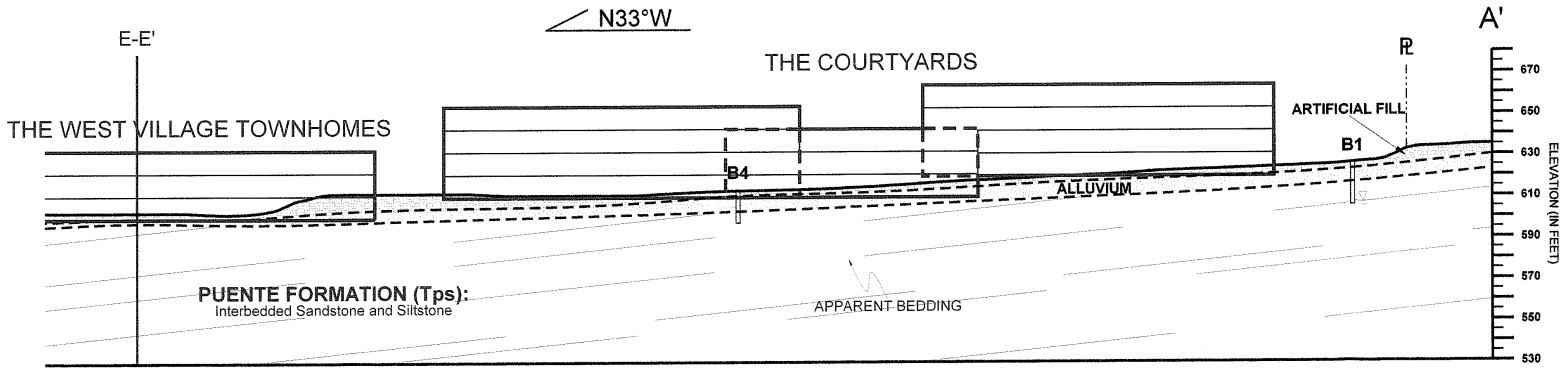
CHL		8000

SITE PLAN - PROPOSED

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. 3





0 60' 120'

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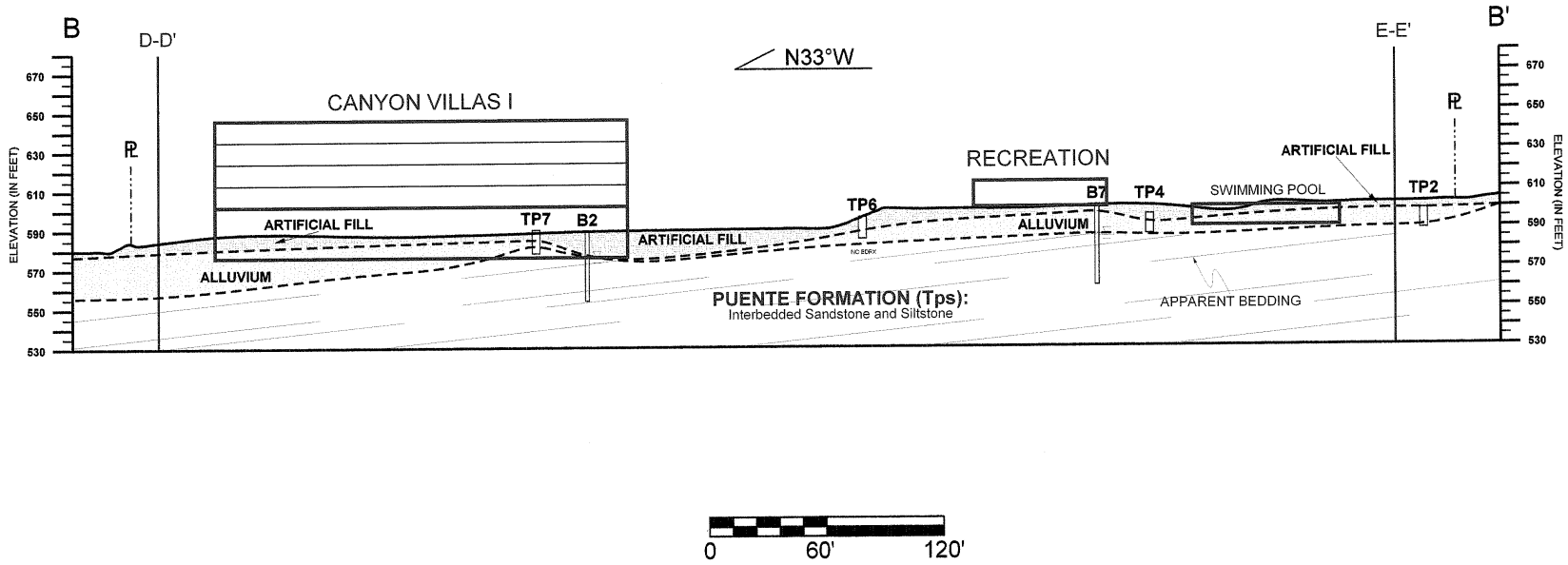
CHL		8000

CROSS SECTION A-A' (PROPOSED)

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. 4



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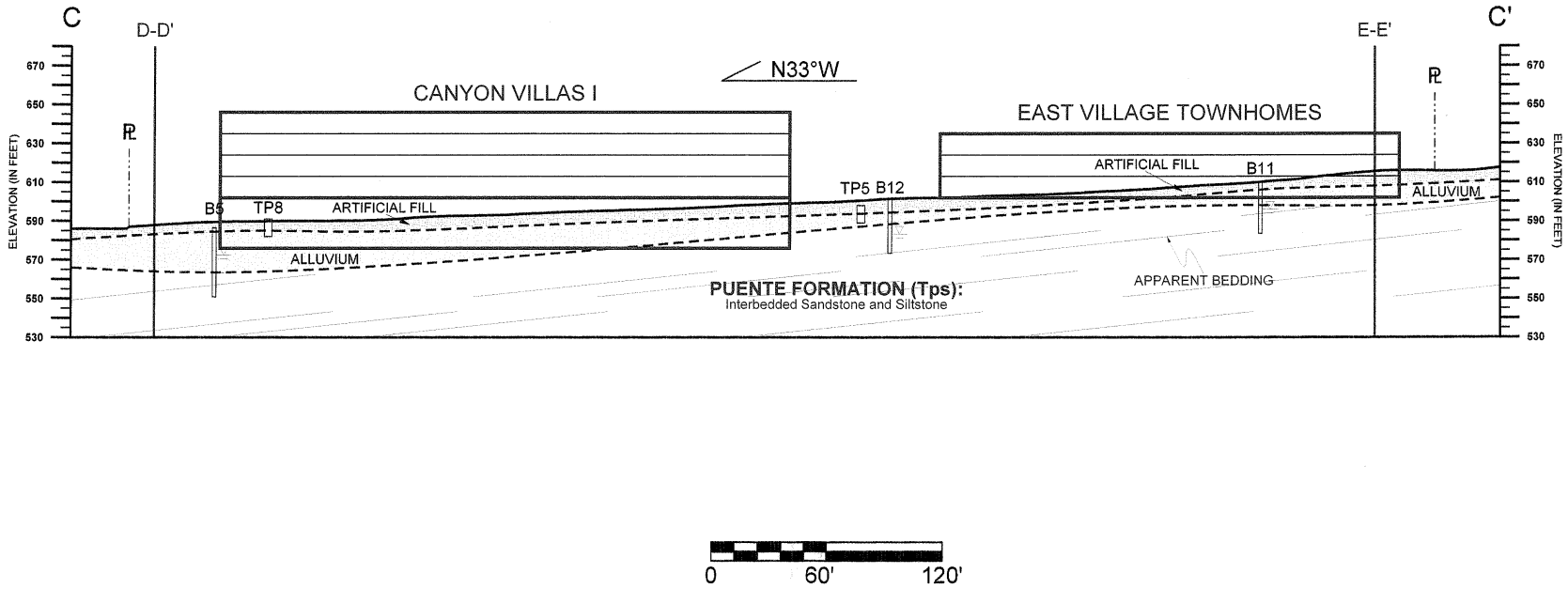
CHL		8000

CROSS SECTION B-B' (PROPOSED)

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. 5



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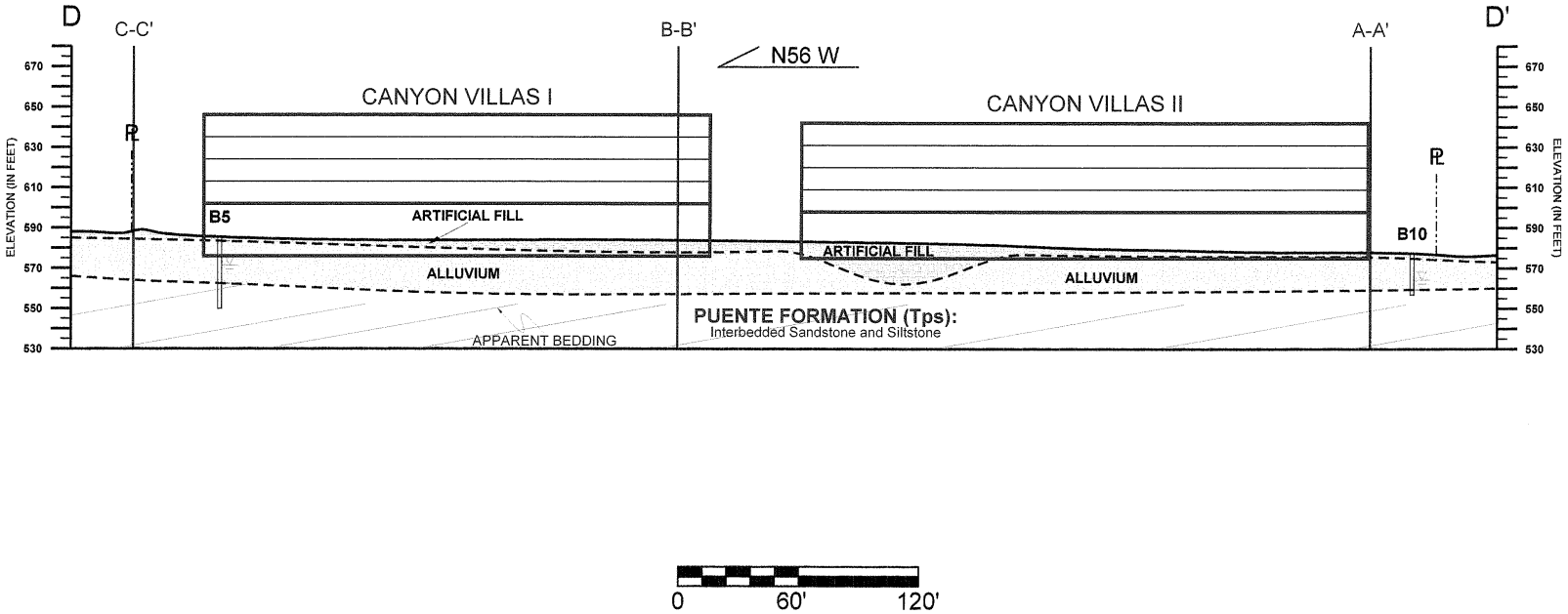
CHL		8000

CROSS SECTION C-C' (PROPOSED)

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. 6



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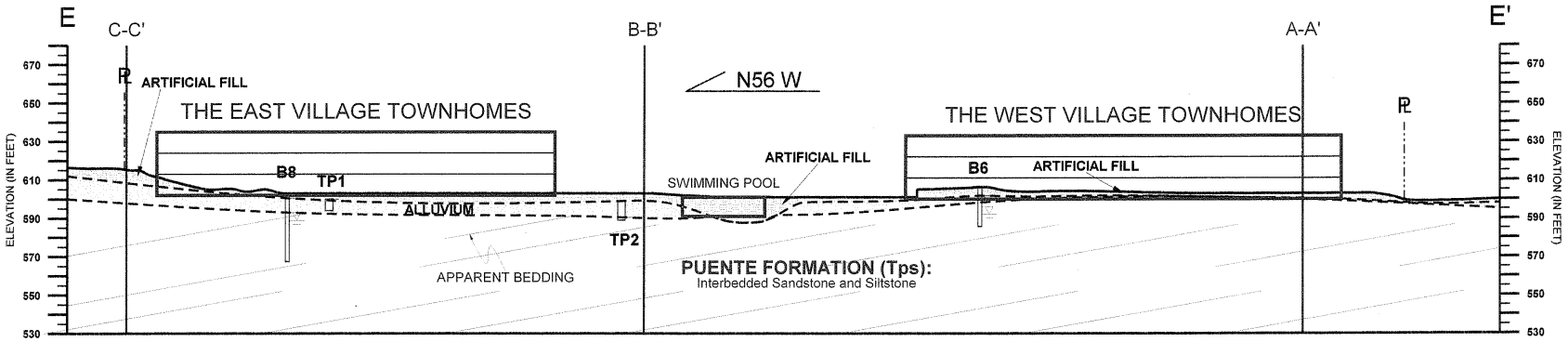
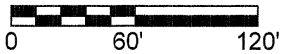
CHL		8000

CROSS SECTION D-D' (PROPOSED)

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. 7





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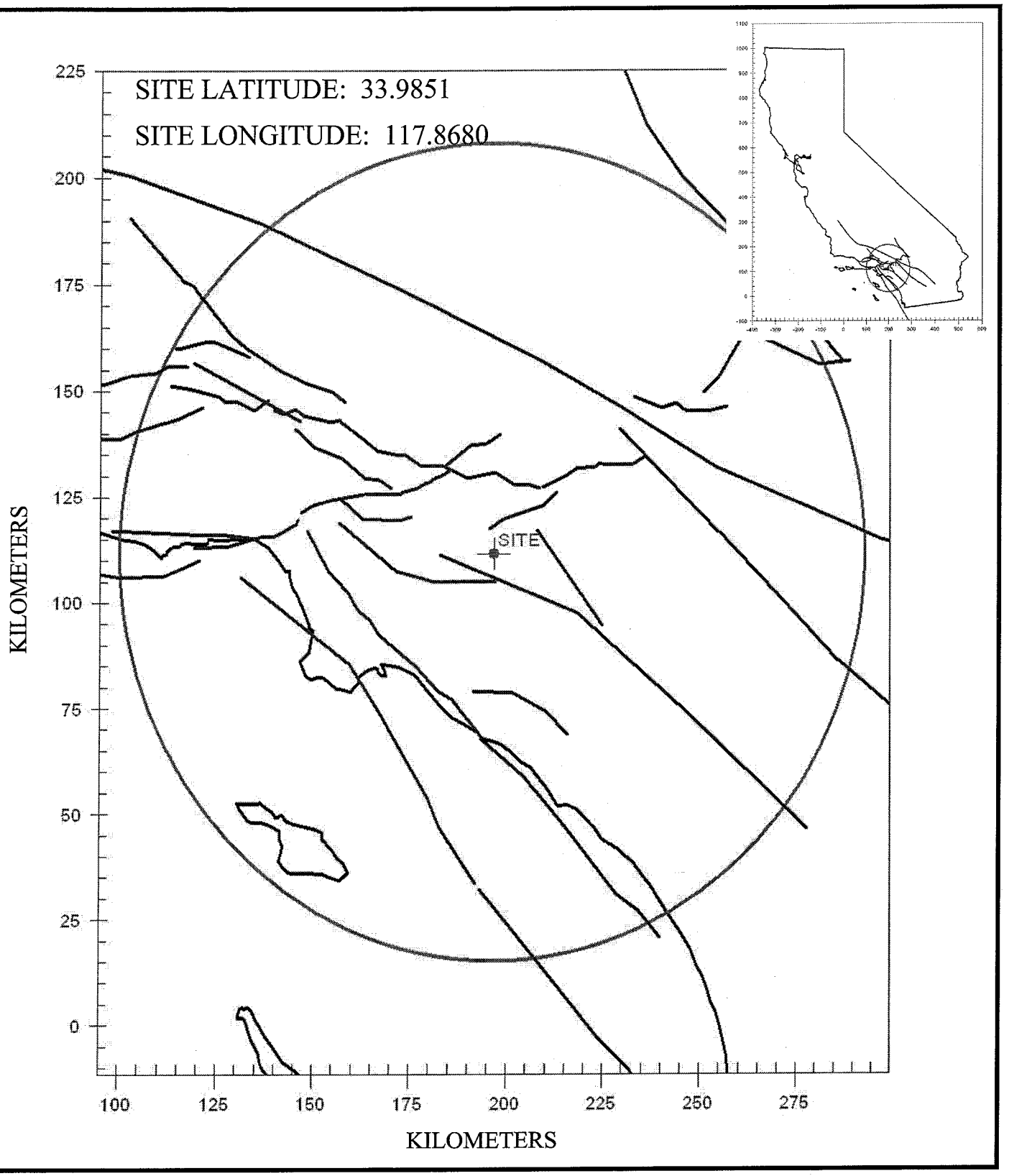
CHL		8000

CROSS SECTION E-E' (PROPOSED)

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. 8



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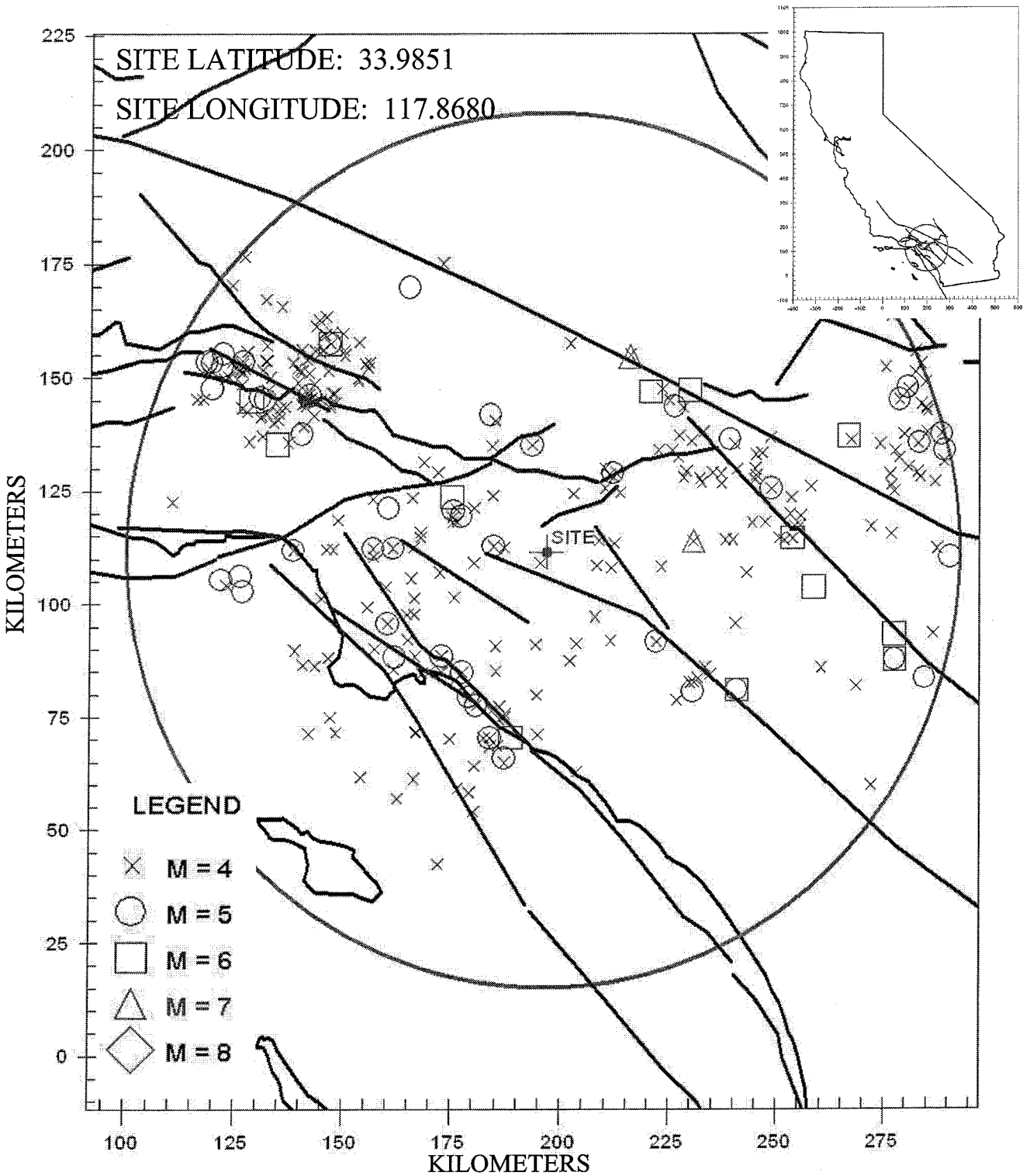
RG		8000

CALIFORNIA FAULT MAP

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. 9



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RG		8000

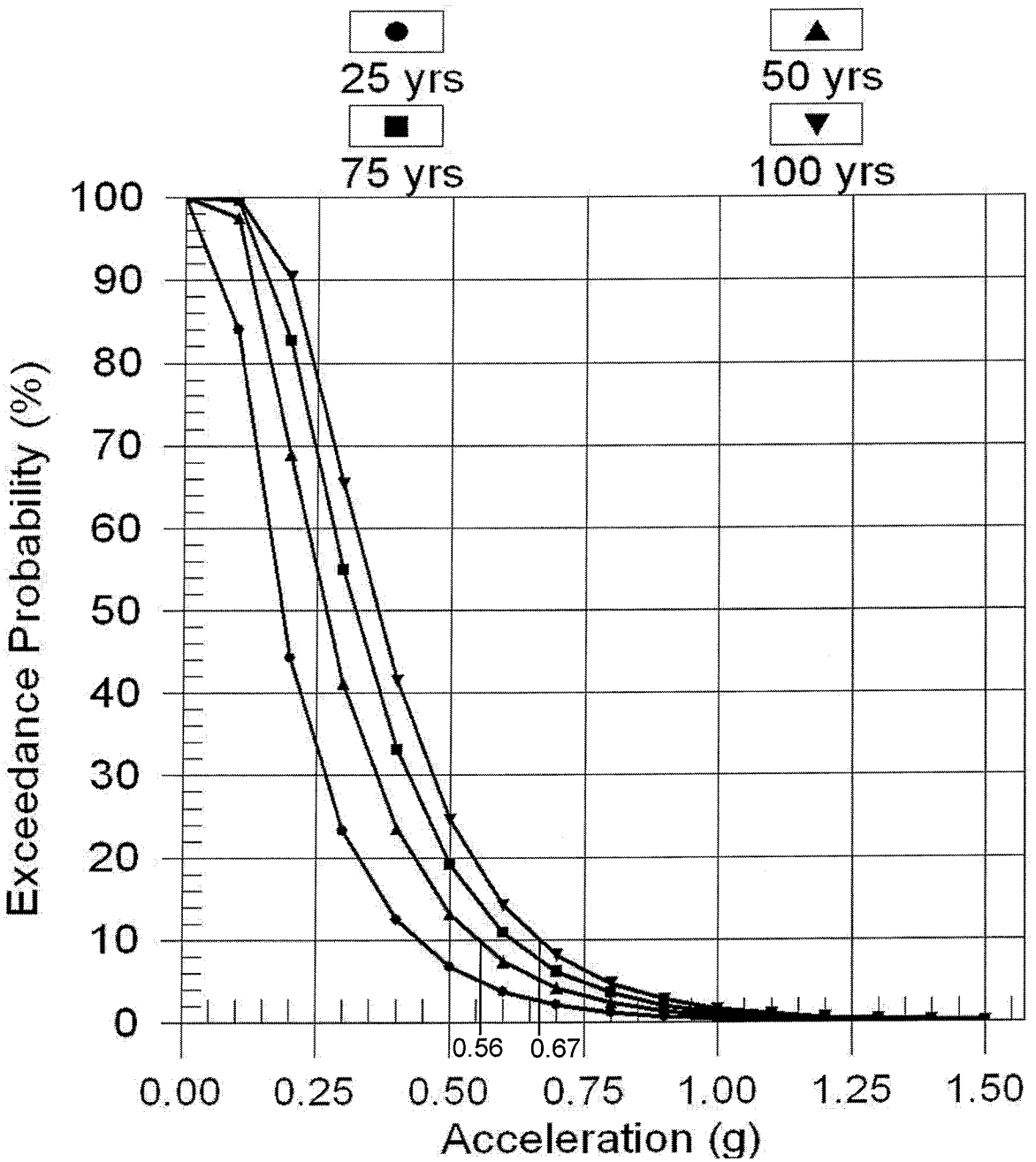
CALIFORNIA SEISMICITY MAP

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. 10

PROBABILITY OF EXCEEDANCE

SADIGH ET AL. (1997) DEEP SOIL 1



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RG		8000

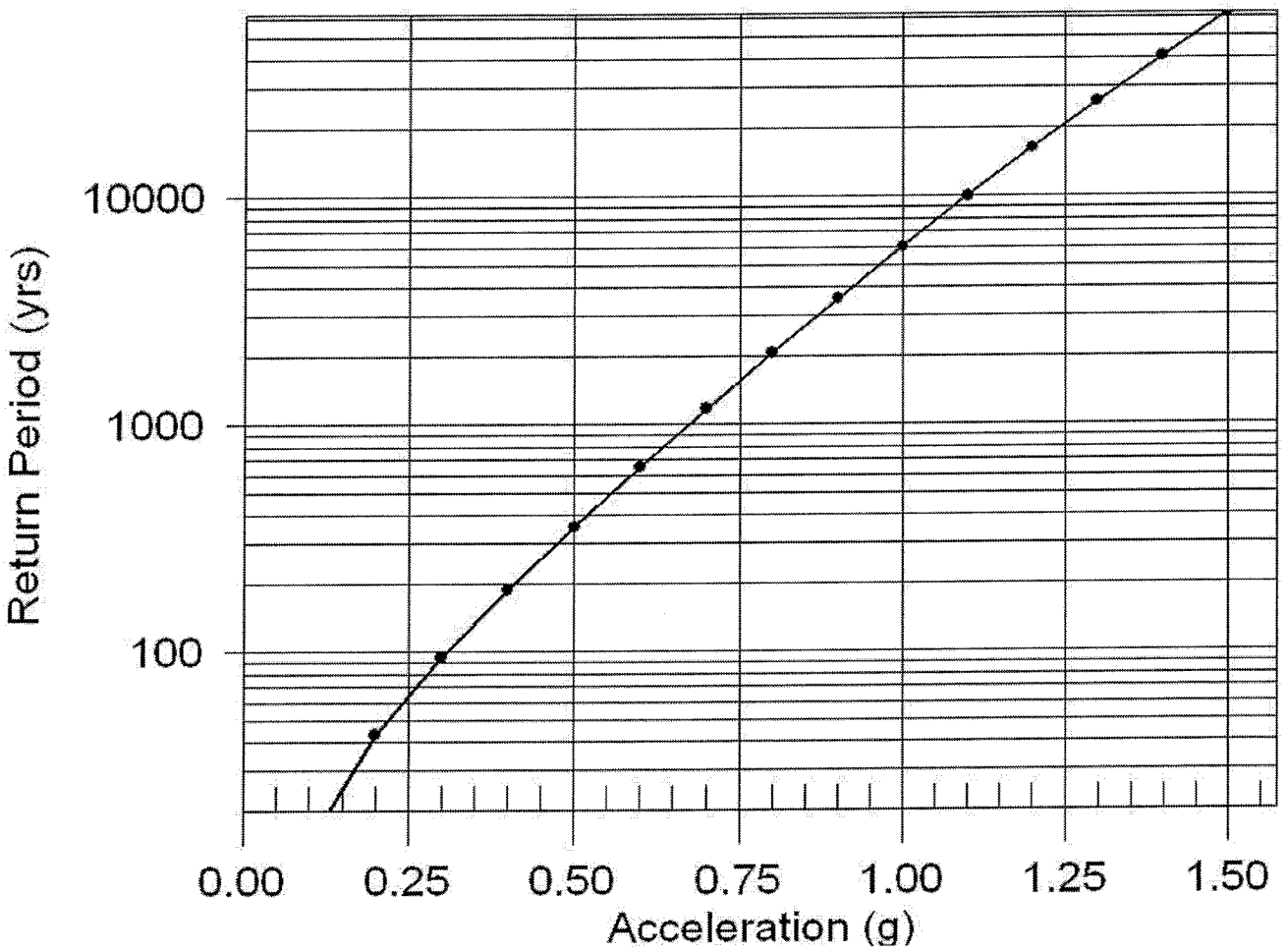
PROBABILITY OF EXCEEDANCE

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. 11

RETURN PERIOD vs. ACCELERATION

SADIGH ET AL. (1997) DEEP SOIL 1



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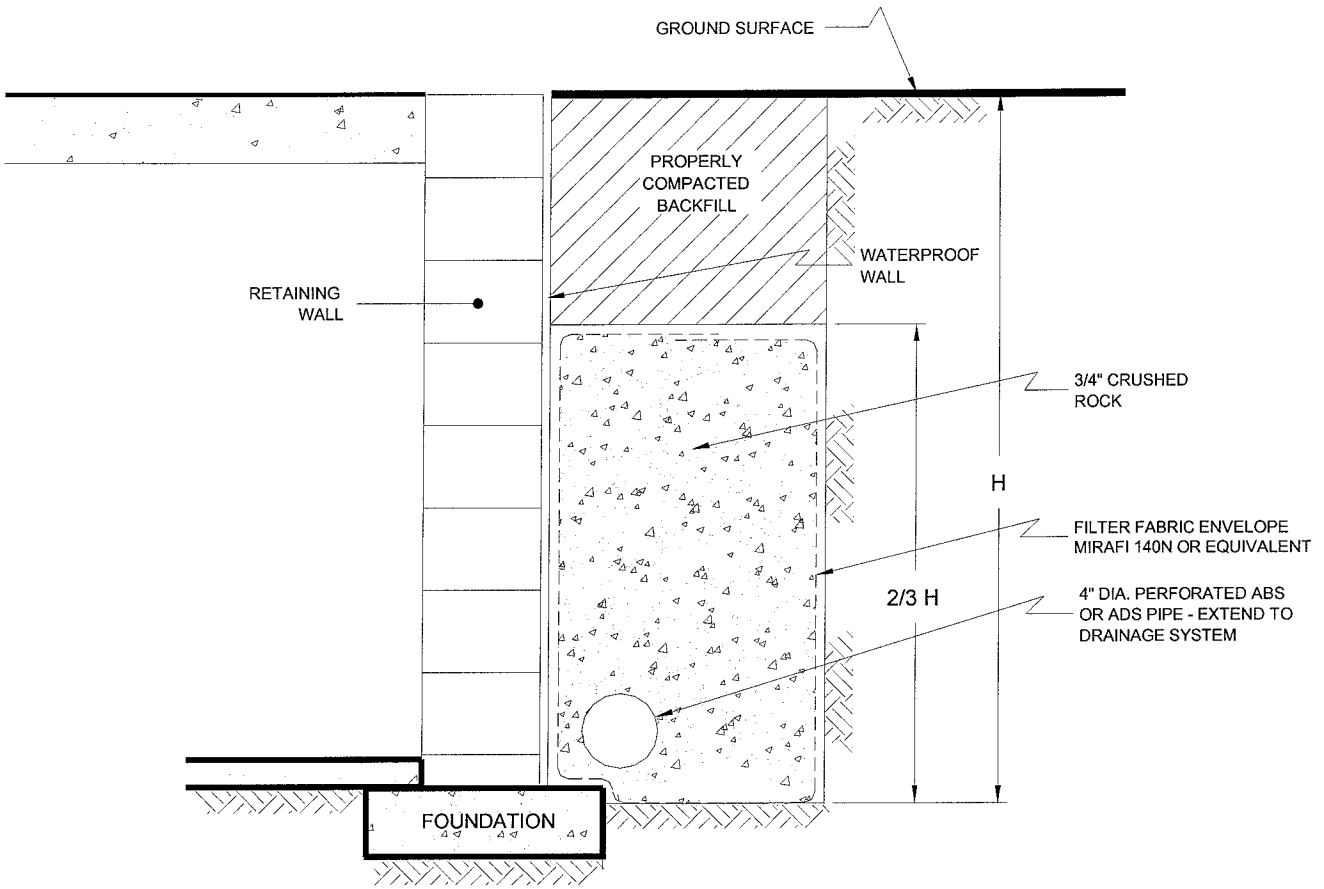
RG		8000

RETURN PERIOD vs ACCELERATION

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. 12



NO SCALE

GEOCON
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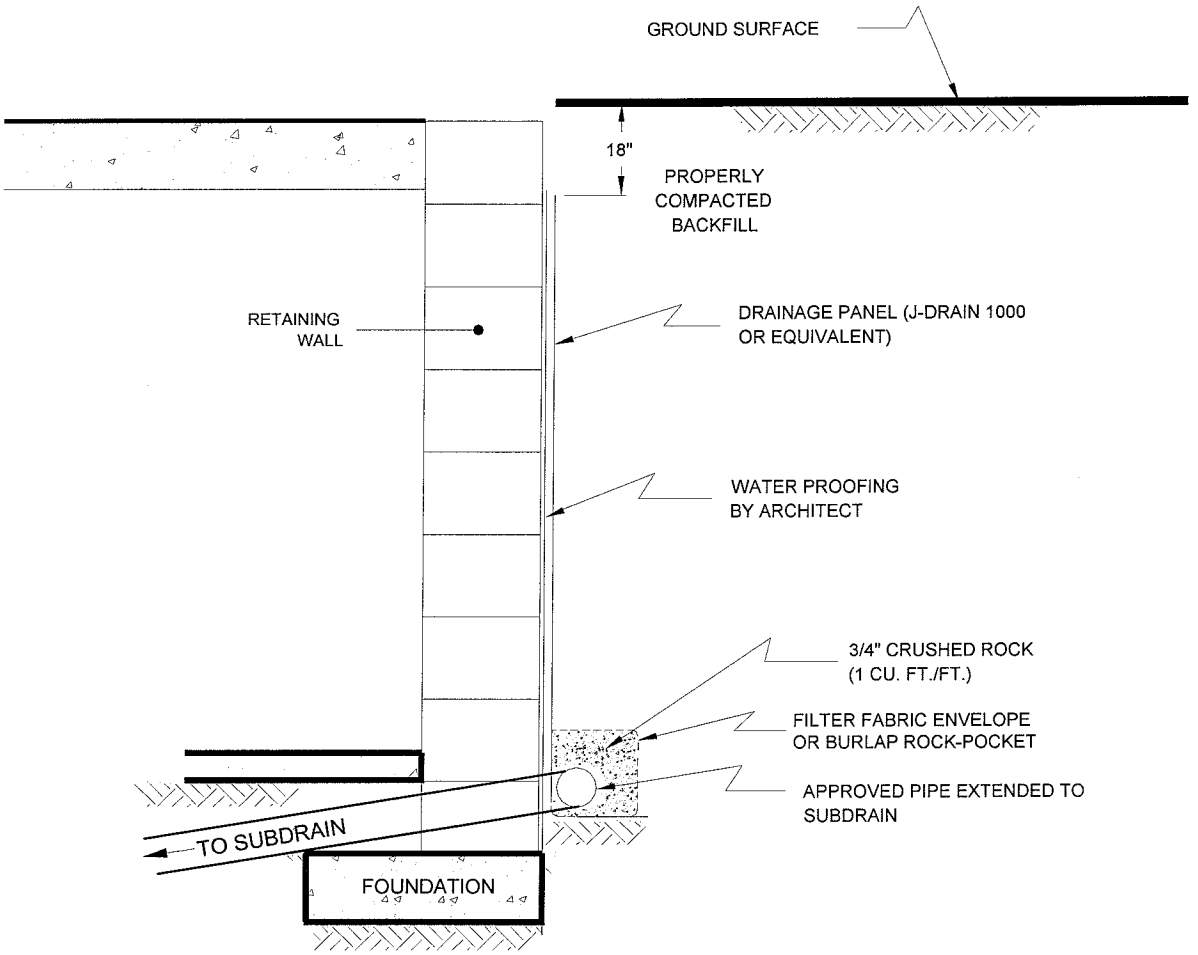
HHD		8000

RETAINING WALL DRAIN DETAIL

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. 13



NO SCALE

GEOCON
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NDB		8000

RETAINING WALL DRAIN DETAIL

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. 14

GEOCON

TABLE 1

FAULTS WITHIN 60 MILES OF THE SITE

DETERMINISTIC SITE PARAMETERS

ABBREVIATED FAULT NAME	APPROXIMATE DISTANCE mi	(km)	ESTIMATED MAX. EARTHQUAKE EVENT MAXIMUM EARTHQUAKE MAG.(Mw)	PEAK SITE ACCEL. g	EST. SITE INTENSITY MOD.MERC.
WHITTIER	3.2	(5.1)	6.8	0.622	X
SAN JOSE	3.8	(6.1)	6.4	0.699	XI
PUENTE HILLS BLIND THRUST	4.5	(7.3)	7.1	0.724	XI
CHINO-CENTRAL AVE. (Elsinore)	7.1	(11.4)	6.7	0.541	X
SIERRA MADRE	10.6	(17.1)	7.2	0.480	X
CUCAMONGA	12.6	(20.2)	6.9	0.378	IX
RAYMOND	14.2	(22.8)	6.5	0.294	IX
UPPER ELYSIAN PARK BLIND THRUST	14.6	(23.5)	6.4	0.269	IX
CLAMSHELL-SAWPIT	15.3	(24.6)	6.5	0.273	IX
ELSINORE (GLEN IVY)	16.0	(25.8)	6.8	0.230	IX
VERDUGO	19.2	(30.9)	6.9	0.258	IX
SAN JOAQUIN HILLS	20.3	(32.7)	6.6	0.213	VIII
NEWPORT-INGLEWOOD (L.A.Basin)	20.6	(33.2)	7.1	0.207	VIII
HOLLYWOOD	22.7	(36.6)	6.4	0.167	VIII
SAN JACINTO-SAN BERNARDINO	27.3	(44.0)	6.7	0.124	VII
NEWPORT-INGLEWOOD (Offshore)	27.3	(44.0)	7.1	0.155	VIII
PALOS VERDES	28.3	(45.5)	7.3	0.169	VIII
SAN ANDREAS - Mojave M-1c-3	28.6	(46.1)	7.4	0.178	VIII
SAN ANDREAS - 1857 Rupture M-2a	28.6	(46.1)	7.8	0.224	IX
SAN ANDREAS - Cho-Moj M-1b-1	28.6	(46.1)	7.8	0.224	IX
SAN ANDREAS - Whole M-1a	28.6	(46.1)	8.0	0.249	IX
SAN ANDREAS - SB-Coach. M-2b	29.8	(48.0)	7.7	0.204	VIII
SAN ANDREAS - SB-Coach. M-1b-2	29.8	(48.0)	7.7	0.204	VIII
SAN ANDREAS - San Bernardino M-1	29.8	(48.0)	7.5	0.181	VIII
SIERRA MADRE (San Fernando)	31.7	(51.0)	6.7	0.134	VIII
SANTA MONICA	31.9	(51.4)	6.6	0.125	VII
CLEGHORN	32.3	(52.0)	6.5	0.091	VII
SAN GABRIEL	32.9	(53.0)	7.2	0.134	VIII
SAN JACINTO-SAN JACINTO VALLEY	36.4	(58.6)	6.9	0.098	VII
NORTHRIDGE (E. Oak Ridge)	37.1	(59.7)	7.0	0.131	VIII
ELSINORE (TEMECULA)	38.0	(61.2)	6.8	0.088	VII
MALIBU COAST	38.2	(61.5)	6.7	0.106	VII
NORTH FRONTAL FAULT ZONE (West)	41.3	(66.4)	7.2	0.132	VIII
SANTA SUSANA	42.9	(69.1)	6.7	0.091	VII
ANACAPA-DUME	47.3	(76.2)	7.5	0.139	VIII
HOLSER	48.8	(78.5)	6.5	0.067	VI
CORONADO BANK	49.6	(79.9)	7.6	0.110	VII
SIMI-SANTA ROSA	51.8	(83.3)	7.0	0.085	VII
OAK RIDGE (Onshore)	55.8	(89.8)	7.0	0.077	VII
SAN JACINTO-ANZA	57.0	(91.8)	7.2	0.068	VI
HELENDALE - S. LOCKHARDT	59.8	(96.2)	7.3	0.069	VI
SAN CAYETANO	60.0	(96.5)	7.0	0.070	VI

42 FAULTS FOUND WITHIN THE SPECIFIED SEARCH RADIUS. THE WHITTIER FAULT IS CLOSEST TO THE SITE. IT IS ABOUT 3.2 MILES (5.1 km) AWAY.
LARGEST MAXIMUM-EARTHQUAKE SITE ACCELERATION: 0.7241 g

APPENDIX A

APPENDIX A

FIELD INVESTIGATION

The site was explored during the period of August 22, 2007 through August 29, 2007 by excavating ten 8-inch diameter borings (Borings 1 through 10) utilizing a truck mounted hollow stem-auger drilling machine, as well as excavating three 24-inch diameter borings (Borings 11 through 13) utilizing a truck mounted bucket auger. The three bucket auger borings were advance into bedrock and downhole logged by a Certified Engineering Geologist. The bucket auger borings were advanced to depths between 15½ and 40½ feet below the ground surface. Representative and relatively undisturbed samples were obtained by driving a 3-inch, O.D., sampler into the "undisturbed" soil mass. The California Modified Sampler was equipped with 1 inch by 2³/₈ inch brass sampler rings to facilitate removal and testing. Samples from the SPT (Standard Penetration Test) sampler and bulk samples were also obtained.

The soil conditions encountered in the boring were visually examined, classified and logged in general accordance with the Unified Soil Classification System (USCS). Logs of the borings are presented on Figure A-1 through A-13, along with the Soil Exploration Logs by Duco Engineering, Inc. The boring logs depict the soil and geologic conditions encountered and the depth at which samples were obtained. The approximate locations of the exploratory Geocon borings, as well as former Test Pits by DUCO Engineering, Inc. are depicted on the Site Plans, Figures 2 and 3.

PROJECT NO. A8554-06-01

BORING 1

ELEV. (MSL.) 627 DATE COMPLETED 8/23/07

EQUIPMENT HOLLOW STEM AUGER BY: HHD

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0					**ARTIFICIAL FILL** Silty Sand, medium dense, slightly moist, brown, fine-grained, trace asphalt and concrete fragments			
2	B1@2.5'					25	115.1	13.8
4					**ALLUVIUM** Sandy Clay, firm, slightly moist, dark yellowish brown, dark olive brown, fine-grained, some caliche			
6	B1@5'			CL	-Increase in sand content, brown to yellowish brown	35	---	17.5
8	B1@7.5'			SM	**COLLUVIUM** Silty Sand, dense, moist, yellowish brown to reddish brown, fine-grained, moderate plasticity	50 (6")	108.3	14.1
10	B1@10'				**PUENTE FORMATION (Tps):** Interbedded, Sandstone, intensely weathered, moderately bedded, medium bedded, soft, moist, dark yellowish brown to brown, fine-grained, highly friable, and Sandy Siltstone, intensely weathered, well bedded, thinly bedded, soft, moist, light reddish brown to light yellowish brown, light olive brown, fine-grained	55	---	16.4
12	B1@12.5'				-Yellowish brown, moist	50 (4")	97.1	23.1
14	B1@15'					50 (6")	---	16.4
16								
18	B1@17.5'		▽		-Saturated	50 (4")	106.1	18.9
20	B1@20'					50 (5")	---	20.2
					End at 20.5 feet Fill to 3 feet Groundwater encountered at 19 feet Backfilled and tamped with soil cuttings Patched with asphalt			

Figure A-1,
Log of Boring 1, Page 1 of 1

A8554-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS

- ☐ ... SAMPLING UNSUCCESSFUL
- ◧ ... STANDARD PENETRATION TEST
- ■ ... DRIVE SAMPLE (UNDISTURBED)
- ⊠ ... DISTURBED OR BAG SAMPLE
- ◪ ... CHUNK SAMPLE
- ▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

GEOCON

PROJECT NO. A8554-06-01

BORING 2

ELEV. (MSL.) 589 DATE COMPLETED 8/24/07

EQUIPMENT HOLLOW STEM AUGER BY: HHD

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0					**ARTIFICIAL FILL** Silty Sand, dense, slightly moist, dark reddish brown, fine-grained, trace construction debris			
2	B2@2'					50 (5")	---	5.7
4								
	B2@5'			ML	**ALLUVIUM** Sandy Silt, stiff, slightly moist, dark brown, fine-grained, trace caliche, moderate plasticity	27	112.3	12.2
6								
8								
10	B2@10'			SM	Silty Sand, medium dense, wet, dark yellowish brown, fine-grained	20	107.6	19.7
12								
14			▽		**PUENTE FORMATION (Tps):** Interbedded Sandstone, intensely weathered, moderately bedded, soft, moist to wet, yellowish brown to dark brown, fine-grained and Siltstone, intensely weathered, well bedded, thinly bedded, soft, moist, yellowish brown to light olive brown			
16	B2@15'					51	98.4	24.4
18								
20	B2@20'				-Moderatly soft, dark brown, fine-grained with some coarse-grained -Dark yellowish brown to brown	50 (60")	---	32.8
22	B2@22.5'				-Dark brown, saturated	50 (4")	95.7	29.4
24	B2@25'				No Recovery	50 (4")		
26								
28	B2@27.5'				-Saturated, yellowish to reddish brown, fine-grained	50 (6")	---	20.6

A8554-06-01 BORING LOGS.GPJ

Figure A-2,
Log of Boring 2, Page 1 of 2

SAMPLE SYMBOLS

- ☐ ... SAMPLING UNSUCCESSFUL
- ◧ ... STANDARD PENETRATION TEST
- ■ ... DRIVE SAMPLE (UNDISTURBED)
- ⊠ ... DISTURBED OR BAG SAMPLE
- ◪ ... CHUNK SAMPLE
- ▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

GEOCON

PROJECT NO. A8554-06-01

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	**BORING 2** ELEV. (MSL.) 589 DATE COMPLETED 8/24/07 EQUIPMENT HOLLOW STEM AUGER BY: HHD	PENETRATION RESISTANCE (BLOWS/FT.)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					MATERIAL DESCRIPTION			
30	B2@30'				-Soft, saturated, dark reddish brown, dark yellowish brown to brown, fine-grained	50 (5")	94.1	28.5
32								
34					-Dark reddish brown, brown, light reddish brown			
	B2@35'					50 (4")	102.1	21.2
					End at 35.5 feet Fill to 5 feet Groundwater encountered at 14 feet Backfilled and tamped with soil cuttings			

Figure A-2,
Log of Boring 2, Page 2 of 2

A8554-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS			
	... SAMPLING UNSUCCESSFUL	... STANDARD PENETRATION TEST	... DRIVE SAMPLE (UNDISTURBED)
	... DISTURBED OR BAG SAMPLE	... CHUNK SAMPLE	... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

GEOCON

PROJECT NO. A8554-06-01

BORING 3

ELEV. (MSL.) 615 DATE COMPLETED 8/24/07

EQUIPMENT HOLLOW STEM AUGER BY: HHD

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0					**ARTIFICIAL FILL** Silty Sand, medium dense, slightly moist, brown to yellowish brown, fine-grained, trace asphalt and concrete fragments			
2	B3@2'					44	100.3	9.0
4	B3@4'			SM	**ALLUVIUM** Silty Sand, medium dense, slightly moist, yellowish brown, fine-grained, slight plasticity	72	112.8	10.9
6	B3@6'			ML	Sandy Silt, firm, slightly moist to moist, brown to yellowish brown, fine-grained	36	99.6	23.3
8	B3@8'					21	107.8	20.2
10	B3@10'			SM	**COLLUVIUM** Silty Sand, medium dense, moist, brown, light reddish brown to yellowish brown	38	96.3	26.7
12					**PUENTE FORMATION (Tps):** Interbedded Sandstone, intensely weathered, moderately bedded, medium bedded, soft, moist, yellowish brown to olive brown, fine-grained with trace medium and coarse-grain, and Siltstone, intensely weathered, well bedded, thinly bedded, soft, moist, yellowish brown to light olive brown			
14	B3@15'		▽			50	106.0	21.3
					End at 15.5 feet Fill to 2.5 feet Groundwater encountered at 14.5 feet Backfilled and tamped with soil cuttings Patched with asphalt			

Figure A-3,
Log of Boring 3, Page 1 of 1

A8554-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS

- ☐ ... SAMPLING UNSUCCESSFUL
- ◧ ... STANDARD PENETRATION TEST
- ■ ... DRIVE SAMPLE (UNDISTURBED)
- ⊠ ... DISTURBED OR BAG SAMPLE
- ◪ ... CHUNK SAMPLE
- ▼ ... WATER TABLE OR SEEPAGE

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GEOCON

PROJECT NO. A8554-06-01

BORING 4

ELEV. (MSL.) 613 DATE COMPLETED 8/23/07

EQUIPMENT HOLLOW STEM AUGER BY: HHD

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0					**ARTIFICIAL FILL** Silty Sand, medium dense, slightly moist, brown, fine-grained, trace concrete and asphalt fragments			
2	B4@2'					39	117.4	11.1
					ALLUVIUM Sandy Silt, firm, slightly moist, dark brown to yellowish brown, fine-grained, trace caliche			
4	B4@4'			ML		40	114.9	15.0
6	B6@6'				**PUENTE FORMATION (Tps):** Sandy Siltstone, moderately soft, moderately weathered, well bedded, thinly bedded, moist to wet, dark yellowish brown, yellowish brown to dark olive brown, fine-grained, with interbeds of Sandstone, intensely weathered, moderately bedded, soft, moist, yellowish brown to olive brown	39	93.8	23.1
8	B6@8'					42	90.8	27.2
10	B6@10'					50 (6")	88.5	30.9
12								
14								
	B6@15'					50 (6")	92.8	27.7
					End at 15.5 feet Fill to 2.5 feet No groundwater encountered Backfilled and tamped with soil cuttings Patched with asphalt			

Figure A-4,
Log of Boring 4, Page 1 of 1

A8554-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS

- ... SAMPLING UNSUCCESSFUL
- ... STANDARD PENETRATION TEST
- ... DRIVE SAMPLE (UNDISTURBED)
- ... DISTURBED OR BAG SAMPLE
- ... CHUNK SAMPLE
- ... WATER TABLE OR SEEPAGE

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GEOCON

PROJECT NO. A8554-06-01

BORING 5

ELEV. (MSL.) 586 DATE COMPLETED 8/24/07

EQUIPMENT HOLLOW STEM AUGER BY: HHD

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0					**ARTIFICIAL FILL** Silty Sand, medium dense, slightly moist, brown, fine-grained			
2	B5@2'			ML	**ALLUVIUM** Sandy Silt, stiff, slightly moist, dark yellowish brown, fine-grained, moderate plasticity	31	109.8	17.6
4					-Dark brown to yellowish brown			
6	B5@5'					34	107.1	23.8
8								
10	B5@10'				-Dark brown to brown, fine-grained with trace medium coarse-grain	34	107.7	18.6
12								
14			▽		-Moist, olive brown to yellowish brown, fine-grained,			
16	B5@15'					50 (6")	109.3	19.1
18								
20	B5@20'				No Recovery	50 (6")		
22					-Increase in sand content, saturated, dark grey			
	B5@22.5'				**PUENTE FORMATION (Tps):** Sandstone, highly weathered, moderately bedded, soft, moist, dark yellowish brown, massive, with thin interbeds of Siltstone, highly weathered, well bedded, thinly bedded, soft, moist, olive brown to dark yellowish brown	50 (5")	109.2	20.4
24								
26	B5@25'					50 (4")	---	23.5
28	B5@27.5'				-Fine-grained with some coarse-grained and trace medium-grained	50 (4")	101.1	24.0

Figure A-5,
Log of Boring 5, Page 1 of 2

A8554-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS

- ☐ ... SAMPLING UNSUCCESSFUL
- ▨ ... DISTURBED OR BAG SAMPLE
- ◧ ... STANDARD PENETRATION TEST
- ◪ ... CHUNK SAMPLE
- ■ ... DRIVE SAMPLE (UNDISTURBED)
- ▼ ... WATER TABLE OR SEEPAGE

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GEOCON

PROJECT NO. A8554-06-01

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	**BORING 5** ELEV. (MSL.) **586** DATE COMPLETED **8/24/07** EQUIPMENT **HOLLOW STEM AUGER** BY: **HHD**	PENETRATION RESISTANCE (BLOWS/FT.)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					MATERIAL DESCRIPTION			
30	B5@30'				-Moderately soft, saturated, dark brown to reddish brown, fine-grained with some medium coarse-grained	50 (5")	---	25.0
32								
34								
	B5@35'					50 (5")	113.4	18.0
					End at 35.5 feet Fill to 2 feet Groundwater encountered at 14 feet Backfilled and tamped with soil cuttings			

Figure A-5,
Log of Boring 5, Page 2 of 2

A8554-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS			
	☐ ... SAMPLING UNSUCCESSFUL	◧ ... STANDARD PENETRATION TEST	■ ... DRIVE SAMPLE (UNDISTURBED)
	⊠ ... DISTURBED OR BAG SAMPLE	◪ ... CHUNK SAMPLE	▼ ... WATER TABLE OR SEEPAGE

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GEOCON

PROJECT NO. A8554-06-01

BORING 6

ELEV. (MSL.) 608 DATE COMPLETED 8/24/07

EQUIPMENT HOLLOW STEM AUGER BY: HHD

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0					**ARTIFICIAL FILL** Silty Sand, medium dense, slightly moist, brown, fine-grained, trace asphalt fragments			
2	B6@2.5'			ML	**ALLUVIUM** Sandy Silt, stiff, moist, dark brown to yellowish brown, fine-grained, moderate plasticity	31	109.5	6.2
4								
6	B6@5'					50 (6")	102.1	16.5
8	B6@7.5'					54	107.2	18.2
10	B6@10'				**PUENTE FORMATION (Tps):** Interbedded, Sandstone, intensely weathered, moderately bedded, medium bedded, soft, moist, yellowish brown to light brown, fine-grained and Siltstone, highly weathered, well bedded, thinly bedded, soft, moist, yellowish brown to light olive brown	53	105.6	21.5
12	B6@12.5'				-Wet, brown	17	109.9	20.2
14			▽					
16	B6@15'				-Saturated, light yellowish brown	55	105.5	22.1
18								
20	B6@20'				-Light yellowish to light reddish brown	50 (4")	110.4	16.8
					End at 20.5 feet Fill to 1.5 feet Groundwater encountered at 14 feet Backfilled and tamped with soil cuttings Patched with asphalt			

Figure A-6,
Log of Boring 6, Page 1 of 1

A8554-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS

- ☐ ... SAMPLING UNSUCCESSFUL
- ◧ ... STANDARD PENETRATION TEST
- ■ ... DRIVE SAMPLE (UNDISTURBED)
- ⊠ ... DISTURBED OR BAG SAMPLE
- ◪ ... CHUNK SAMPLE
- ▼ ... WATER TABLE OR SEEPAGE

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GEOCON

PROJECT NO. A8554-06-01

BORING 7

ELEV. (MSL.) 600 DATE COMPLETED 8/23/07

EQUIPMENT HOLLOW STEM AUGER BY: HHD

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0					**ARTIFICIAL FILL** Sandy Silt, stiff, slightly moist, brown, fine-grained			
2								
4	B7@3'				Sandy Silt, stiff, slightly moist, dark brown, fine-grained with trace coarse-grained, trace caliche	47	231.6	12.7
6	B7@6'					53	120.9	11.6
8				ML				
10	B7@9'				-Dark brown to brown, slightly moist to moist -No caliche	46	120.3	12.2
12	B7@12'				-Some coarse-grain, brown to light brown	25	109.0	18.3
14			▽					
16	B7@15'				**PUENTE FORMATION (Tps):** Clayey Siltstone, highly weathered, moderatly bedded, soft, wet, olive brown, fine-grained, with interbeds of Siltstone, highly weathered, well bedded, thinly bedded, soft, moist, yellowish brown to light olive brown	29	214.0	20.8
18	B7@18'				-Saturated	30	100.8	23.7
20	B7@20'					35	106.0	20.5
22	B7@22'				-Yellowish brown to olive brown	24	93.4	30.3
24	B7@24'					21	93.6	30.3
26	B7@26'				-Grey	50	99.3	26.7
28	B7@28'					40	108.1	21.3

Figure A-7,
Log of Boring 7, Page 1 of 2

A8554-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS

- ☐ ... SAMPLING UNSUCCESSFUL
- ◧ ... STANDARD PENETRATION TEST
- ■ ... DRIVE SAMPLE (UNDISTURBED)
- ⊠ ... DISTURBED OR BAG SAMPLE
- ◪ ... CHUNK SAMPLE
- ▼ ... WATER TABLE OR SEEPAGE

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GEOCON

PROJECT NO. A8554-06-01

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	**BORING 7** ELEV. (MSL.) **600** DATE COMPLETED **8/23/07** EQUIPMENT **HOLLOW STEM AUGER** BY: **HHD**	PENETRATION RESISTANCE (BLOWS/FT.)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					MATERIAL DESCRIPTION			
30	B7@30'					45	111.2	19.1
32								
34								
					-Moderately hard			
	B7@35'					50 (6")	50.9	23.6
36					-Grey to Brown			
38								
40	B7@40'					54	106.2	21.8
					End at 40.5 feet Fill to 14.5 feet Groundwater encountered at 14.5 feet Backfilled and tamped with soil cuttings			

Figure A-7,
Log of Boring 7, Page 2 of 2

A8554-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS

- ☐ ... SAMPLING UNSUCCESSFUL
- ⊠ ... DISTURBED OR BAG SAMPLE
- ◧ ... STANDARD PENETRATION TEST
- ◪ ... CHUNK SAMPLE
- ■ ... DRIVE SAMPLE (UNDISTURBED)
- ▼ ... WATER TABLE OR SEEPAGE

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GEOCON

PROJECT NO. A8554-06-01

BORING 8

ELEV. (MSL.) 602 DATE COMPLETED 8/23/07

EQUIPMENT HOLLOW STEM AUGER BY: HHD

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0					**ARTIFICIAL FILL** Silty Sand, dense, slightly moist, brown, fine-grained, trace fine-gravel (1/4")			
2	B8@2'				**ALLUVIUM** Sandy Silt, soft, slightly moist, dark brown, fine-grained with trace coarse-grained, massive	69	97.7	8.1
4								
6	B8@6'			ML		50 (5")	110.8	16.5
8								
10	B8@10'				**PUENTE FORMATION (Tps):** Interbedded Sandstone, intensely weathered, moderately bedded, soft, moist, yellowish brown to olive brown, brown to dark brown, fine-grained and Siltstone, intensely weathered, well bedded, thinly bedded, thinly bedded, soft, moist, yellowish brown to olive brown -Brown to yellowish brown	50 (5")	105.3	21.4
12								
14	B8@14'		▽		-Yellowish brown, saturated	50 (5")	109.8	19.3
16								
18	B8@18'				-Reddish brown	50 (6")	112.1	19.3
20								
22	B8@21'				-Moderately soft, saturated, grey	50 (5")	97.1	25.1
24	B8@24'					50 (6")	93.1	25.0
26								
28	B8@27'				-Light to dark grey	50 (4")	97.0	23.5

Figure A-8,
Log of Boring 8, Page 1 of 2

A8554-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS

- ... SAMPLING UNSUCCESSFUL
- ... STANDARD PENETRATION TEST
- ... DRIVE SAMPLE (UNDISTURBED)
- ... DISTURBED OR BAG SAMPLE
- ... CHUNK SAMPLE
- ... WATER TABLE OR SEEPAGE

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GEOCON

PROJECT NO. A8554-06-01

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	**BORING 8** ELEV. (MSL.) **602** DATE COMPLETED **8/23/07** EQUIPMENT **HOLLOW STEM AUGER** BY: **HHD**	PENETRATION RESISTANCE (BLOWS/FT.)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					MATERIAL DESCRIPTION			
30	B8@30'					50 (5")	93.0	24.2
32								
34								
	B8@35'					50 (5")	91.8	27.8
					End at 35.5 feet Fill to 1 foot Groundwater encountered at 14.5 feet Backfilled and tamped with soil cuttings			

Figure A-8,
Log of Boring 8, Page 2 of 2

A8554-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS			
	☐ ... SAMPLING UNSUCCESSFUL	◧ ... STANDARD PENETRATION TEST	■ ... DRIVE SAMPLE (UNDISTURBED)
	⊠ ... DISTURBED OR BAG SAMPLE	◪ ... CHUNK SAMPLE	▼ ... WATER TABLE OR SEEPAGE

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GEOCON

PROJECT NO. A8554-06-01

BORING 9

ELEV. (MSL.) 590 DATE COMPLETED 8/22//07

EQUIPMENT HOLLOW STEM AUGER BY: HHD

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0					**ARTIFICIAL FILL**			
	B9@1'				Silty Sand, medium dense, slightly moist, brown, fine-grained, some asphalt fragments	31	111.5	17.1
2					Silt, stiff, slightly moist, dark brown, some medium-coarse grained sand, some asphalt fragments			
	B9@3'				**PUENTE FORMATION (Tps):**	50 (6")	94.9	15.8
4					Interbedded Sandstone, intensely weathered, moderately bedded to massive, soft, moist, yellowish brown to light olive brown, fine-grained, and Siltstone, intensely weathered, well bedded, thinly bedded, moderately soft, slightly moist, yellowish brown to light olive brown			
	B9@5'					50 (6")	86.4	29.0
6					-Grey, fine-grained, some caliche			
	B9@7'				-Light yellowish brown, moderately soft	50 (6")	96.6	16.3
8								
	B9@9'					50 (6")	95.4	21.2
10								
	B9@11'					50 (5")	99.6	23.4
12								
14								
	B9@15'				-Slightly moist, yellowish brown to brown to grey, fine-grained, thinly bedded. trace caliche	50 (6")	94.4	28.4
					End at 15.5 feet Fill to 2 feet No groundwater encountered Backfilled and tamped with soil cuttings Patched with asphalt			

Figure A-9,
Log of Boring 9, Page 1 of 1

A8554-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS

- ... SAMPLING UNSUCCESSFUL
- ... STANDARD PENETRATION TEST
- ... DRIVE SAMPLE (UNDISTURBED)
- ... DISTURBED OR BAG SAMPLE
- ... CHUNK SAMPLE
- ... WATER TABLE OR SEEPAGE

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GEOCON

PROJECT NO. A8554-06-01

BORING 10

ELEV. (MSL.) 581 DATE COMPLETED 8/22/07

EQUIPMENT HOLLOW STEM AUGER BY: HHD

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0					**ARTIFICIAL FILL** Silty Sand, dense, dry, brown, fine-grained with trace coarse-grained, some concrete and asphlat fragements			
2	B10@2'					50 (5")	116.1	12.5
					ALLUVIUM Sandy Silt, stiff, slightly moist, brown to dark brown, fine-grained with trace medium- to coarse-grained			
4	B10@4'					55	100.6	6.6
6	B10@6'			ML	-Medium- to coarse-grained, some caliche, high plasticity	50 (6")	118.4	12.9
8	B10@8'				-Moist	35	100.2	22.9
10	B10@10'				-Increase in sand content	48	109.3	18.9
12	B10@12'		▽		Clayey Silt, firm, moist, olive brown to brown, fine-grained	22	102.8	23.2
14								
16	B10@15'				-Saturated, increase in sand content	26	104.6	22.3
18					**PUENTE FORMATION (Tps):** Interbedded Sandstone, intensely weathered, moderately bedded to massive, soft, moist, yellowish brown to light olive brown, fine-grained, and Siltstone, intensely weathered, well bedded, thinly bedded, moderatly soft, slightly moist, yellowish brown to light olive brown			
20	B10@20'				-Wet	51	111.5	19.8

End at 20.5 feet
Fill to 2.5 feet
Groundwater encountered at 13 feet
Backfilled and tamped with soil cuttings

Figure A-10,
Log of Boring 10, Page 1 of 1

A8554-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS

☐ ... SAMPLING UNSUCCESSFUL ◧ ... STANDARD PENETRATION TEST ■ ... DRIVE SAMPLE (UNDISTURBED)

⊠ ... DISTURBED OR BAG SAMPLE ◩ ... CHUNK SAMPLE ▼ ... WATER TABLE OR SEEPAGE

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GEOCON

PROJECT NO. A8554-06-01

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	**BORING 11** ELEV. (MSL.) 602 DATE COMPLETED 8/29/07 EQUIPMENT BUCKET AUGER BY: GAK/CHL	PENETRATION RESISTANCE (BLOWS/FT.)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					MATERIAL DESCRIPTION			
0					**ARTIFICIAL FILL** Sandy Silt, stiff, moist, moderate to high plasticity, mottled brown, olive brown, yellowish brown, fine-grained, abundant concrete and asphalt fragments			
2								
4				CL	**COLLIVIUM** Sandy Clay, stiff, moist, olive brown to brown, fine-grained			
6					Clayey Sand, dense, moist, dark yellowish brown, fine-grained with some medium-coarse grained, some carbonate fragments @6' Increase sand content @8' Grades to Silty Sand @11' Water seepage on south wall			
8				SC				
10			▽					
12					Interbedded Silty Sandstone, intensely bedded, moderately bedded thickly bedded, soft, moist to wet, light olive brown to yellowish brown, fine-grained and Siltstone, highly weathered, well bedded, thinly bedded, light yellowish brown @12' Water seepage on west wall @14.3' Water seepage @14' Bedding: N24°E, 20°SE, deformed building @12.3' Bedding: N85°W, 14°NE			
14								
16								
18								
20					-Unoxidized at 21 feet			
22								
24								
26								
					End at 26.5 feet Fill to 4 feet Seepage at 11 feet Hard concretion Backfilled and tamped with soil cuttings			

Figure A-11,
Log of Boring 11, Page 1 of 1

A8554-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS			
	☐ ... SAMPLING UNSUCCESSFUL	◧ ... STANDARD PENETRATION TEST	■ ... DRIVE SAMPLE (UNDISTURBED)
	⊠ ... DISTURBED OR BAG SAMPLE	◪ ... CHUNK SAMPLE	▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

GEOCON

PROJECT NO. A8554-06-01

BORING 12

ELEV. (MSL.) 602 DATE COMPLETED 8/29/07

EQUIPMENT BUCKET AUGER BY: GAK/CHL

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	MATERIAL DESCRIPTION	PENETRATION RESISTANCE (BLOWS/FT.)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
0					**ARTIFICIAL FILL** Sandy Silt, stiff, moist,olive brown, fine-grained with some medium- to coarse-grained, trace concrete and asphalt fragments, scattered rootlets			
2								
4				CL	**ALLUVIUM** Sandy Clay, olive brown, fine-grained, stiff			
6								
8				SM	Silty Sand, dense, moist, yellowish brown and olive brown, fine-grained with trace coarse-grian, gradational change			
10								
12								
14					Interbedded Sandstone and Clayey Siltstone, Intensely weathered, moderatetly fractured, moderately bedded, thickly bedded soft, wet, yellowish brown, fine-grained, and Siltstone, intensely weathered, well bedded, thinly bedded, soft, very moist, light brown to yellowish brown, horizontal contact @15.5' N75W, GNE Bedding @18' Heavy seepage along base of sandstone @17.5' N65W 15NE Bedding			
16								
18			▽					
20								
22								
24								
26								
28					End at 28 feet on resistant layer Fill to 2.5 feet Seepage at 18 feet Backfilled and tamped with soil cuttings			

Figure A-12,
Log of Boring 12, Page 1 of 1

A8554-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS

- ☐ ... SAMPLING UNSUCCESSFUL
- ◧ ... STANDARD PENETRATION TEST
- ■ ... DRIVE SAMPLE (UNDISTURBED)
- ⊠ ... DISTURBED OR BAG SAMPLE
- ◪ ... CHUNK SAMPLE
- ▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

GEOCON

PROJECT NO. A8554-06-01

DEPTH IN FEET	SAMPLE NO.	LITHOLOGY	GROUNDWATER	SOIL CLASS (USCS)	**BORING 13** ELEV. (MSL.) **589** DATE COMPLETED **8/29/07** EQUIPMENT **BUCKET AUGER** BY: **CHL**	PENETRATION RESISTANCE (BLOWS/FT.)*	DRY DENSITY (P.C.F.)	MOISTURE CONTENT (%)
					MATERIAL DESCRIPTION			
0 2					**ARTIFICIAL FILL** Sandy Silt, stiff, slightly moist, dark brown to brown, fine-grained, some gravel (1/2" to 1"), some construction debris -Moist			
4 6 8 10				SM	**ALLUVIUM** Silty Sand, dense, moist, reddish brown, fine-grained, moderate plasticity -Increase in silt content			
12 14 16 18			▽		**PUENTE FORMATION (Tps):** Interbedded, Sandstone, intensely weathered, moderately bedded, medium bedded, soft, moist, yellowish brown to olive brown, fine-grained with trace medium- to coarse-grain, and Siltstone, intensely weathered, well bedded, thinly bedded, soft, moist, yellowish brown to light olive brown			
20					End at 20 feet Fill to 3 feet Heavy seepage at 18 feet Backfilled and tamped with soil cuttings			

Figure A-13,
Log of Boring 13, Page 1 of 1

A8554-06-01 BORING LOGS.GPJ

SAMPLE SYMBOLS

- ☐ ... SAMPLING UNSUCCESSFUL
- ⊠ ... DISTURBED OR BAG SAMPLE
- ◧ ... STANDARD PENETRATION TEST
- ◪ ... CHUNK SAMPLE
- ■ ... DRIVE SAMPLE (UNDISTURBED)
- ▼ ... WATER TABLE OR SEEPAGE

NOTE: THE LOG OF SUBSURFACE CONDITIONS SHOWN HEREON APPLIES ONLY AT THE SPECIFIC BORING OR TRENCH LOCATION AND AT THE DATE INDICATED. IT IS NOT WARRANTED TO BE REPRESENTATIVE OF SUBSURFACE CONDITIONS AT OTHER LOCATIONS AND TIMES.

GEOCON

SOIL EXPLORATION LOG

PROJECT: Proposed New School Buildings **JOB NO.:** 94-12 **TEST HOLE NO.:** 1
CLIENT: Southlands Church International **DATE:** 2-1-94
LOCATION: See Figure No. 1 **ELEVATION:** 600.0
LOGGED BY: RDC **EXCAVATING EQUIPMENT:** Backhoe
DEPTH TO WATER: None Encountered **CAVING:** None Encountered

SUMMARY OF SUBSURFACE CONDITIONS:
This log is part of the report prepared by Duco Engineering, Inc. for this project and should be read together with the report. This summary applies only to the location of the test hole at the time of the excavation. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of the actual conditions encountered.

DEPTH (feet)	SAMPLE	BLOW COUNTS	SOIL TYPE	GRAPHIC LOG	USCS	DESCRIPTION	SAMPLE DATA: FIELD MOIST. % OF DRY WT.	SAMPLE DATA: DRY DEN. Lb./Cu. Ft.	SAMPLE DATA: % COMP
0					SS	Bedrock - Massive Clayey Sandstone - gray tan - dense - moist - no planar features			
		11	A				16.5	109.0	92.1
5									
		15	A				17.7	106.7	90.1
						Bottom of Test Hole - No Water Encountered			
10									
15									
20									
25									
30									

DUCO ENGINEERING, INC. FIGURE NO.: 2

SOIL EXPLORATION LOG

PROJECT: Proposed New School Buildings **JOB NO.:** 94-12 **TEST HOLE NO.:** 2
CLIENT: Southlands Church International **DATE:** 2-1-94
LOCATION: See Figure No. 1 **ELEVATION:** 599.0
LOGGED BY: RDC **EXCAVATING EQUIPMENT:** Backhoe
DEPTH TO WATER: None Encountered **CAVING:** None Encountered

SUMMARY OF SUBSURFACE CONDITIONS:
This log is part of the report prepared by Duco Engineering, Inc. for this project and should be read together with the report. This summary applies only to the location of the test hole at the time of the excavation. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of the actual conditions encountered.

DEPTH (feet)	SAMPLE	BLOW COUNTS	SOIL TYPE	GRAPHIC LOG	USCS	DESCRIPTION	SAMPLE DATA: FIELD MOIST. % OF DRY WT.	SAMPLE DATA: DRY DEN. Lb./Cu. Ft.	SAMPLE DATA: % COMP
0					SC	Clayey Sand - dark brown - fairly firm to firm - moist			
5		5	B				13.8	102.9	85.4
10		15	A		SS	Grades into a massive Clayey Sandstone - tan - firm to dense - moist	20.5	101.7	85.9
						Bottom of Test Hole - No Water Encountered			
15									
20									
25									
30									

DUCO ENGINEERING, INC. FIGURE NO.: 3

SOIL EXPLORATION LOG

PROJECT: Proposed New School Buildings **JOB NO.:** 94-12 **TEST HOLE NO.:** 3
CLIENT: Southlands Church International **DATE:** 2-1-94
LOCATION: See Figure No. 1 **ELEVATION:** 596.0
LOGGED BY: RDC **EXCAVATING EQUIPMENT:** Backhoe
DEPTH TO WATER: None Encountered **CAVING:** None Encountered

SUMMARY OF SUBSURFACE CONDITIONS:
This log is part of the report prepared by Duco Engineering, Inc. for this project and should be read together with the report. This summary applies only to the location of the test hole at the time of the excavation. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of the actual conditions encountered.

DEPTH (feet)	SAMPLE	BLOW COUNTS	SOIL TYPE	GRAPHIC LOG	USCS	DESCRIPTION	SAMPLE DATA: FIELD MOIST. % OF DRY WT.	DRY DEN. Lb./Cu. Ft.	% COMP
0					FILL	FILL - Sandy Clay - dark brown & black - firm to dense - damp - scattered concrete, asphalt and wire			
		8	C				8.6	101.6	82.6
5			B		SC	NAT. - Clayey Sand - brown - fairly firm - porous - damp	6.1	88.6	73.5
10		16	A		SS	Grades into a massive Clayey Sandstone - tan - firm - moist	12.4	98.7	83.4
						Bottom of Test Hole - No Water Encountered			
15									
20									
25									
30									

DUCO ENGINEERING, INC. FIGURE NO.: 4

SOIL EXPLORATION LOG

PROJECT: Proposed New School Buildings **JOB NO.:** 94-12 **TEST HOLE NO.:** 4
CLIENT: Southlands Church International **DATE:** 2-1-94
LOCATION: See Figure No. 1 **ELEVATION:** 597.0
LOGGED BY: RDC **EXCAVATING EQUIPMENT:** Backhoe
DEPTH TO WATER: None Encountered **CAVING:** None Encountered

SUMMARY OF SUBSURFACE CONDITIONS:
This log is part of the report prepared by Duco Engineering, Inc. for this project and should be read together with the report. This summary applies only to the location of the test hole at the time of the excavation. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of the actual conditions encountered.

DEPTH (feet)	SAMPLE	BLOW COUNTS	SOIL TYPE	GRAPHIC LOG	USCS	DESCRIPTION	SAMPLE DATA: FIELD MOIST. % OF DRY WT.	DRY DEN. Lb./Cu. Ft.	% COMP
0					FILL	FILL - Clayey Sand - brown - top 18" fairly firm then very dense - damp plastic strap @ 2', small piece of asphalt @ 3'			
		20	B				11.4	109.8	91.1
5					SC	NAT. - Clayey Sand - medium brown - firm to dense - moist			
		11	B				12.4	106.8	88.6
10						Bottom of Test Hole - No Water Encountered			
15									
20									
25									
30									

DUCO ENGINEERING, INC. FIGURE NO.: 5

SOIL EXPLORATION LOG

PROJECT: Proposed New School Buildings **JOB NO.:** 94-12 **TEST HOLE NO.:** 5
CLIENT: Southlands Church International **DATE:** 2-1-94
LOCATION: See Figure No. 1 **ELEVATION:** 598.0
LOGGED BY: RDC **EXCAVATING EQUIPMENT:** Backhoe
DEPTH TO WATER: None Encountered **CAVING:** None Encountered

SUMMARY OF SUBSURFACE CONDITIONS:
This log is part of the report prepared by Duco Engineering, Inc. for this project and should be read together with the report. This summary applies only to the location of the test hole at the time of the excavation. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of the actual conditions encountered.

DEPTH (feet)	SAMPLE	BLOW COUNTS	SOIL TYPE	GRAPHIC LOG	USCS	DESCRIPTION	SAMPLE DATA: FIELD MOIST. % OF DRY WT.	DRY DEN. Lb./Cu. Ft.	% COMP
0					FILL	FILL - Clayey Sand - black, brown and medium brown - top 12" loose then dense - damp Buried grass line @ 7' - material becomes blue gray with organic odor			
	■	25	B				8.2	111.9	92.9
5									
					SC	NAT. - Clayey Coarse to Medium Sand - tan - reddish tan - dense - moist			
	■	16	D				13.3	110.9	91.7
10						Bottom of Test Hole - No Water Encountered			
15									
20									
25									
30									

SOIL EXPLORATION LOG

PROJECT: Proposed New School Buildings **JOB NO.:** 94-12 **TEST HOLE NO.:** 6
CLIENT: Southlands Church International **DATE:** 2-1-94
LOCATION: See Figure No. 1 **ELEVATION:** 596.0
LOGGED BY: RDC **EXCAVATING EQUIPMENT:** Backhoe
DEPTH TO WATER: None Encountered **CAVING:** None Encountered

SUMMARY OF SUBSURFACE CONDITIONS:
This log is part of the report prepared by Duco Engineering, Inc. for this project and should be read together with the report. This summary applies only to the location of the test hole at the time of the excavation. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of the actual conditions encountered.

DEPTH (feet)	SAMPLE	BLOW COUNTS	SOIL TYPE	GRAPHIC LOG	USCS	DESCRIPTION	SAMPLE DATA: FIELD MOIST. % OF DRY WT.	SAMPLE DATA: DRY DEN. Lb./Cu. Ft.	SAMPLE DATA: % COMP
0					FILL	FILL - Sandy Clay - brown and dark brown - top 18" loose then fairly firm - damp			
5	■	10	C				12.7	108.3	88.1
					SC	NAT. - Clayey Sand - dark brown - soft - moist			
10	■	11	A		SS	Grades into Clayey Sandstone bedrock - light brown - firm - moist	14.9	103.0	87.0
						Bottom of Test Hole - No Water Encountered			
15									
20									
25									
30									

SOIL EXPLORATION LOG

PROJECT: Proposed New School Buildings **JOB NO.:** 94-12 **TEST HOLE NO.:** 7
CLIENT: Southlands Church International **DATE:** 2-1-94
LOCATION: See Figure No. 1 **ELEVATION:** 590.0
LOGGED BY: RDC **EXCAVATING EQUIPMENT:** Backhoe
DEPTH TO WATER: None Encountered **CAVING:** None Encountered

SUMMARY OF SUBSURFACE CONDITIONS:
This log is part of the report prepared by Duco Engineering, Inc. for this project and should be read together with the report. This summary applies only to the location of the test hole at the time of the excavation. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of the actual conditions encountered.

DEPTH (feet)	SAMPLE	BLOW COUNTS	SOIL TYPE	GRAPHIC LOG	USCS	DESCRIPTION	SAMPLE DATA: FIELD MOIST. % OF DRY WT.	DRY DEN. Lb./Cu. Ft.	% COMP
0					FILL	FILL - Sandy Clay - brown and dark brown - top 18" loose then fairly firm - damp			
		11	B		SC	NAT. - Clayey Sand - dark brown - firm - moist	8.1	108.8	90.3
5									
		17	A		SS	Grades into Clayey Sandstone bedrock - tan - firm to dense - moist	15.2	107.4	90.7
10									
						Bottom of Test Hole - No Water Encountered			
15									
20									
25									
30									

SOIL EXPLORATION LOG

PROJECT: Proposed New School Buildings **JOB NO.:** 94-12 **TEST HOLE NO.:** 8
CLIENT: Southlands Church International **DATE:** 2-1-94
LOCATION: See Figure No. 1 **ELEVATION:** 591.0
LOGGED BY: RDC **EXCAVATING EQUIPMENT:** Backhoe
DEPTH TO WATER: None Encountered **CAVING:** None Encountered

SUMMARY OF SUBSURFACE CONDITIONS:
This log is part of the report prepared by Duco Engineering, Inc. for this project and should be read together with the report. This summary applies only to the location of the test hole at the time of the excavation. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of the actual conditions encountered.

DEPTH (feet)	SAMPLE	BLOW COUNTS	SOIL TYPE	GRAPHIC LOG	USCS	DESCRIPTION	SAMPLE DATA: FIELD MOIST. % OF DRY WT.	SAMPLE DATA: DRY DEN. Lb./Cu. Ft.	SAMPLE DATA: % COMP
0					FILL	FILL - Layered silty clay, siltstone and silty sand - black, brown, tan & white - soft - damp to moist			
5					SC	NAT. - Clayey Sand - dark brown - firm - moist			
					SS	Grades into Clayey Sandstone bedrock - light brown - firm - moist			
	■	15	A				14.6	101.3	85.6
10						Bottom of Test Hole - No Water Encountered			
15									
20									
25									
30									

DUCO ENGINEERING, INC. FIGURE NO.: 9

SOIL EXPLORATION LOG

PROJECT: Proposed New School Buildings **JOB NO.:** 94-12 **TEST HOLE NO.:** 9
CLIENT: Southlands Church International **DATE:** 2-1-94
LOCATION: See Figure No. 1 **ELEVATION:** 585.0
LOGGED BY: RDC **EXCAVATING EQUIPMENT:** Backhoe
DEPTH TO WATER: None Encountered **CAVING:** None Encountered

SUMMARY OF SUBSURFACE CONDITIONS:
This log is part of the report prepared by Duco Engineering, Inc. for this project and should be read together with the report. This summary applies only to the location of the test hole at the time of the excavation. Subsurface conditions may differ at other locations and may change at this location with the passage of time. The data presented is a simplification of the actual conditions encountered.

DEPTH (feet)	SAMPLE	BLOW COUNTS	SOIL TYPE	GRAPHIC LOG	USCS	DESCRIPTION	SAMPLE DATA: FIELD MOIST. % OF DRY WT.	DRY DEN. Lb./Cu. Ft.	% COMP
0					FILL	FILL - Sandy Clay and Clayey Sand - dark brown, gray brown & tan - firm - moist - scattered pieces of shale			
		10	(C)				11.3	111.5	86.8
5					SC	NAT. - Clayey Sand - brown - dense - moist			
		11	B				7.4	101.1	83.9
10						Bottom of Test Hole - No Water Encountered			
15									
20									
25									
30									

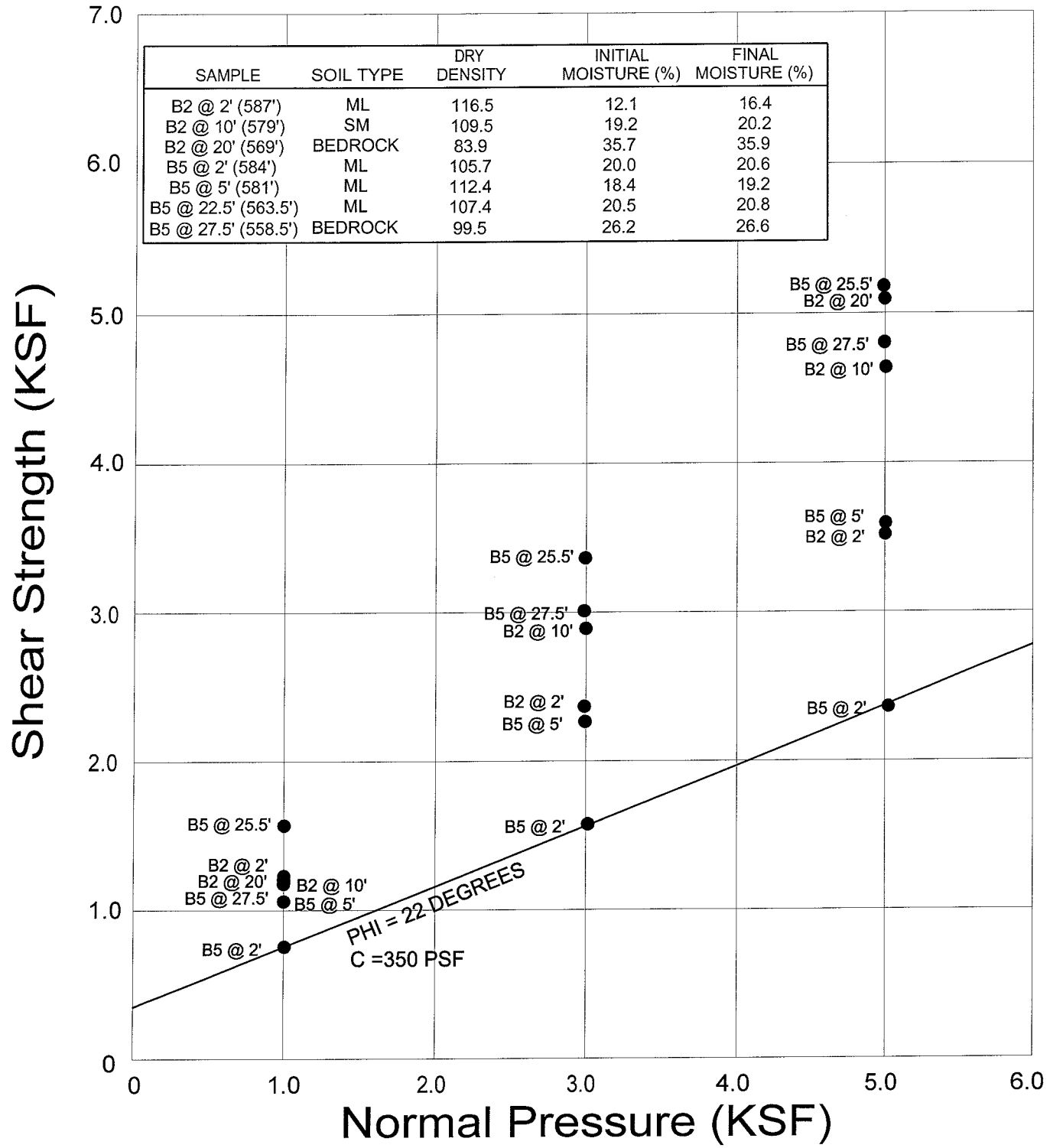
DUCO ENGINEERING, INC. FIGURE NO.: 10

APPENDIX B

APPENDIX B

LABORATORY TESTING

Laboratory tests were performed in accordance with generally accepted test methods of the American Society for Testing and Materials (ASTM) or other suggested procedures. Selected samples were tested for direct shear strength, consolidation and expansion characteristics, corrosivity, in-place dry density and moisture content. The results of the laboratory tests are summarized in Figures B1 through B17. The in-place dry density and moisture content of the samples tested are presented on the boring logs, Appendix A.



SAMPLE	SOIL TYPE	DRY DENSITY	INITIAL MOISTURE (%)	FINAL MOISTURE (%)
B2 @ 2' (587')	ML	116.5	12.1	16.4
B2 @ 10' (579')	SM	109.5	19.2	20.2
B2 @ 20' (569')	BEDROCK	83.9	35.7	35.9
B5 @ 2' (584')	ML	105.7	20.0	20.6
B5 @ 5' (581')	ML	112.4	18.4	19.2
B5 @ 22.5' (563.5')	ML	107.4	20.5	20.8
B5 @ 27.5' (558.5')	BEDROCK	99.5	26.2	26.6

● Direct Shear, Saturated

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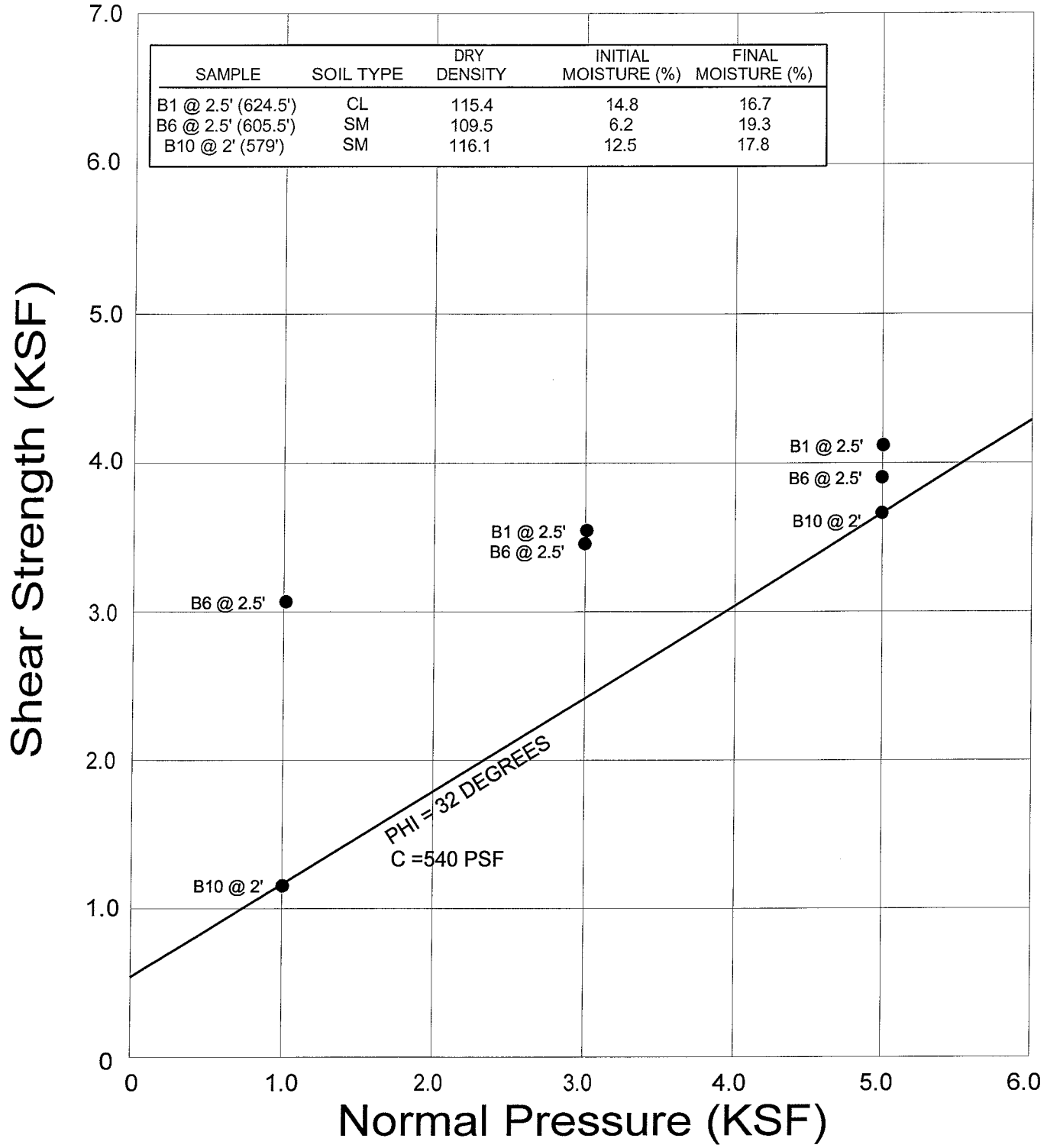
DIRECT SHEAR TEST RESULTS

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007 | PROJECT NO. A8554-06-01 | FIG. B1



SAMPLE	SOIL TYPE	DRY DENSITY	INITIAL MOISTURE (%)	FINAL MOISTURE (%)
B1 @ 2.5' (624.5')	CL	115.4	14.8	16.7
B6 @ 2.5' (605.5')	SM	109.5	6.2	19.3
B10 @ 2' (579')	SM	116.1	12.5	17.8

● Direct Shear, Saturated

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DIRECT SHEAR TEST RESULTS

1920 BREA CANYON CUTOFF ROAD
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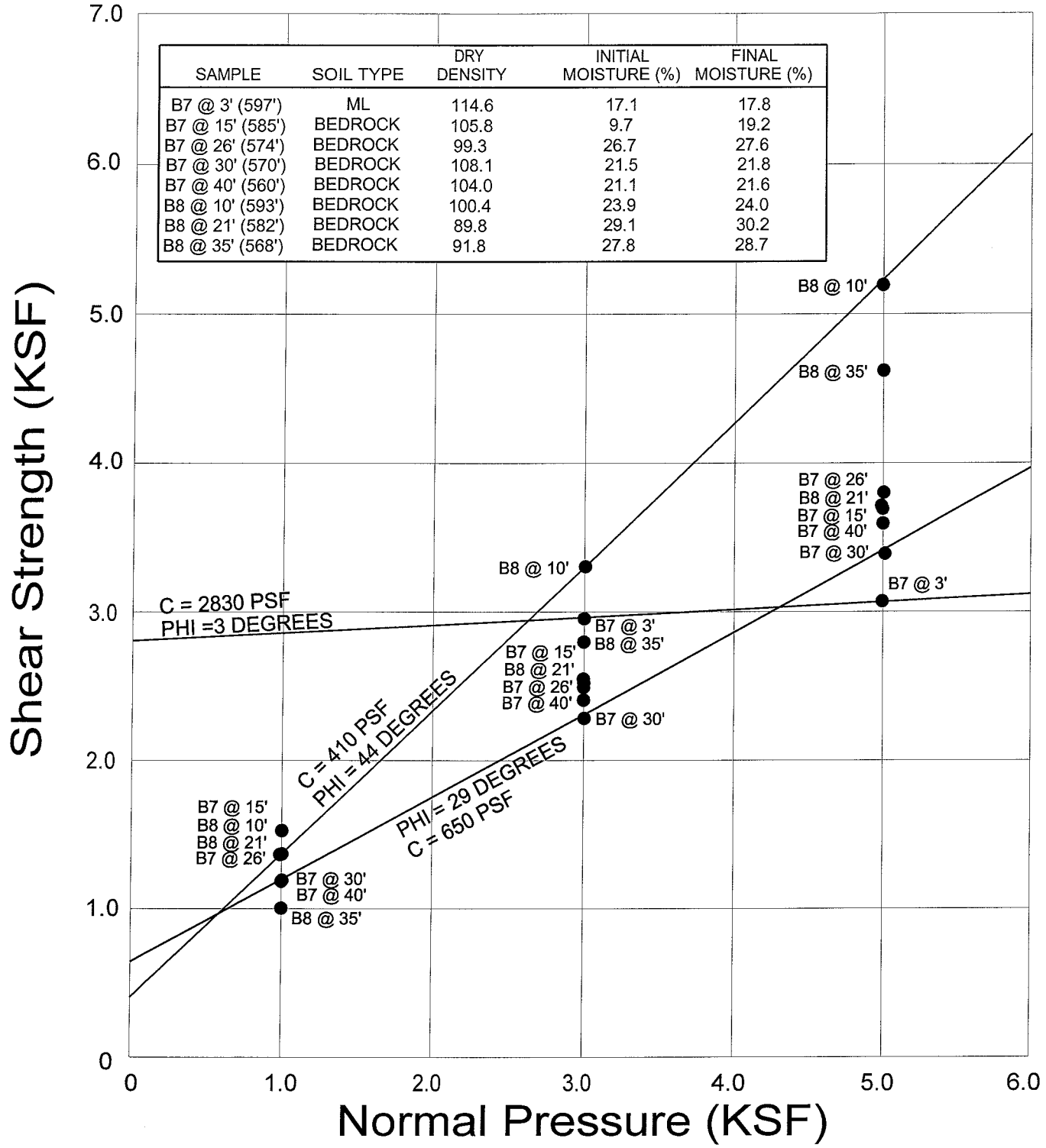
OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. B2



SAMPLE	SOIL TYPE	DRY DENSITY	INITIAL MOISTURE (%)	FINAL MOISTURE (%)
B7 @ 3' (597')	ML	114.6	17.1	17.8
B7 @ 15' (585')	BEDROCK	105.8	9.7	19.2
B7 @ 26' (574')	BEDROCK	99.3	26.7	27.6
B7 @ 30' (570')	BEDROCK	108.1	21.5	21.8
B7 @ 40' (560')	BEDROCK	104.0	21.1	21.6
B8 @ 10' (593')	BEDROCK	100.4	23.9	24.0
B8 @ 21' (582')	BEDROCK	89.8	29.1	30.2
B8 @ 35' (568')	BEDROCK	91.8	27.8	28.7

● Direct Shear, Saturated

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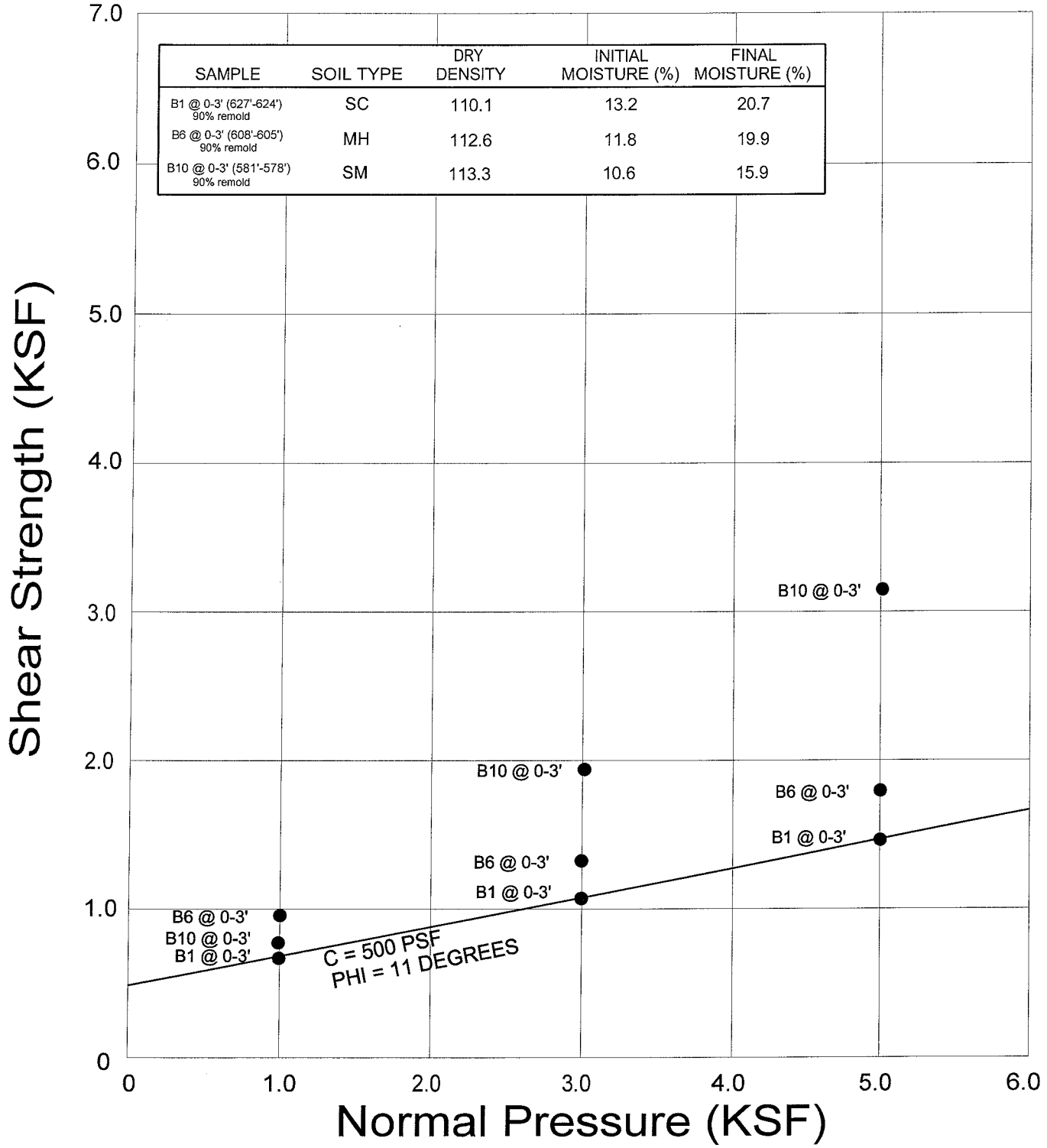
DIRECT SHEAR TEST RESULTS

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007 | PROJECT NO. A8554-06-01 | FIG. B3



SAMPLE	SOIL TYPE	DRY DENSITY	INITIAL MOISTURE (%)	FINAL MOISTURE (%)
B1 @ 0-3' (627'-624') 90% remold	SC	110.1	13.2	20.7
B6 @ 0-3' (608'-605') 90% remold	MH	112.6	11.8	19.9
B10 @ 0-3' (581'-578') 90% remold	SM	113.3	10.6	15.9

● Direct Shear, Saturated

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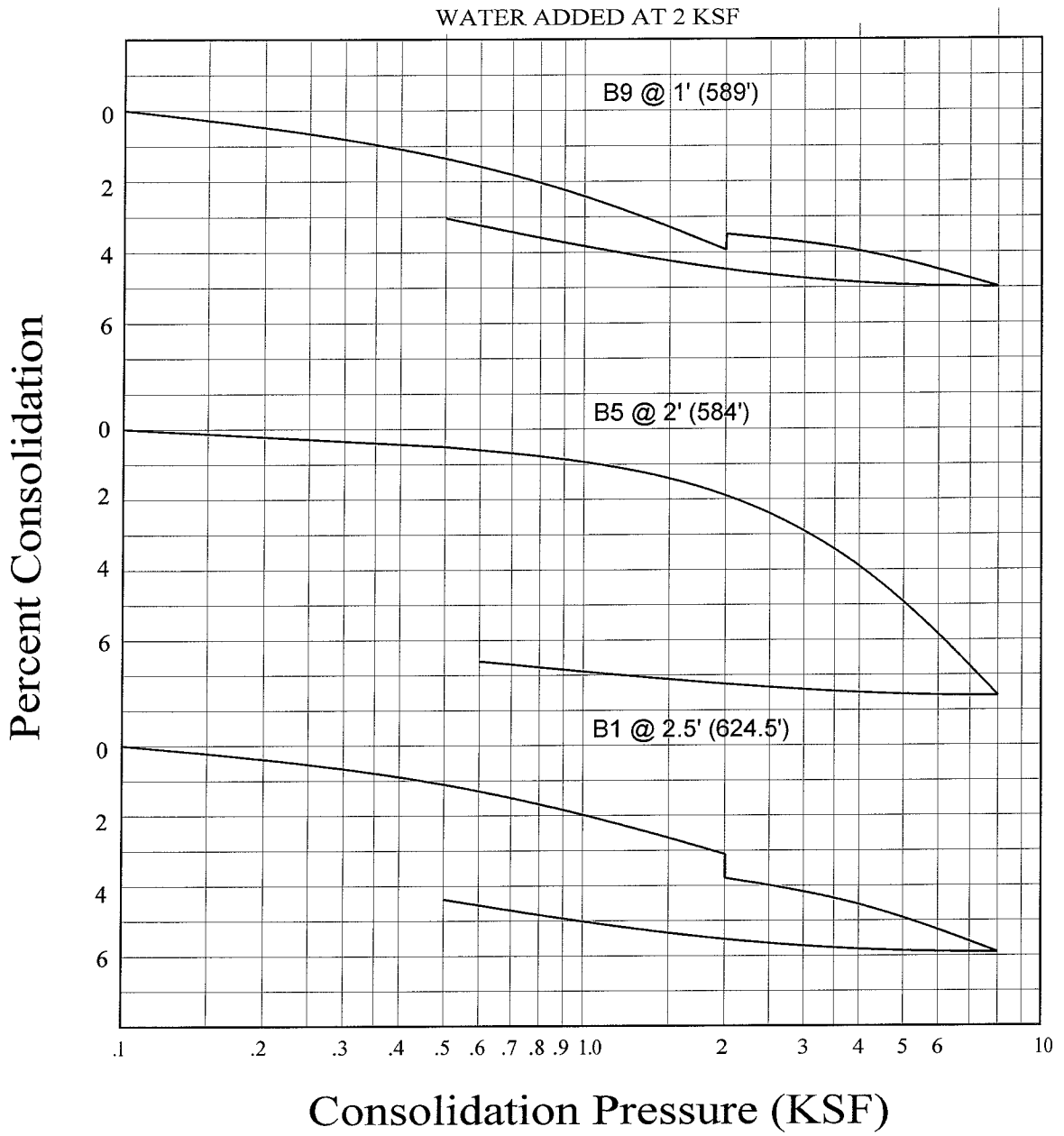
DIRECT SHEAR TEST RESULTS

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

HHD		8000	OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. B4



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CONSOLIDATION TEST RESULTS

1920 BREA CANYON CUTOFF ROAD
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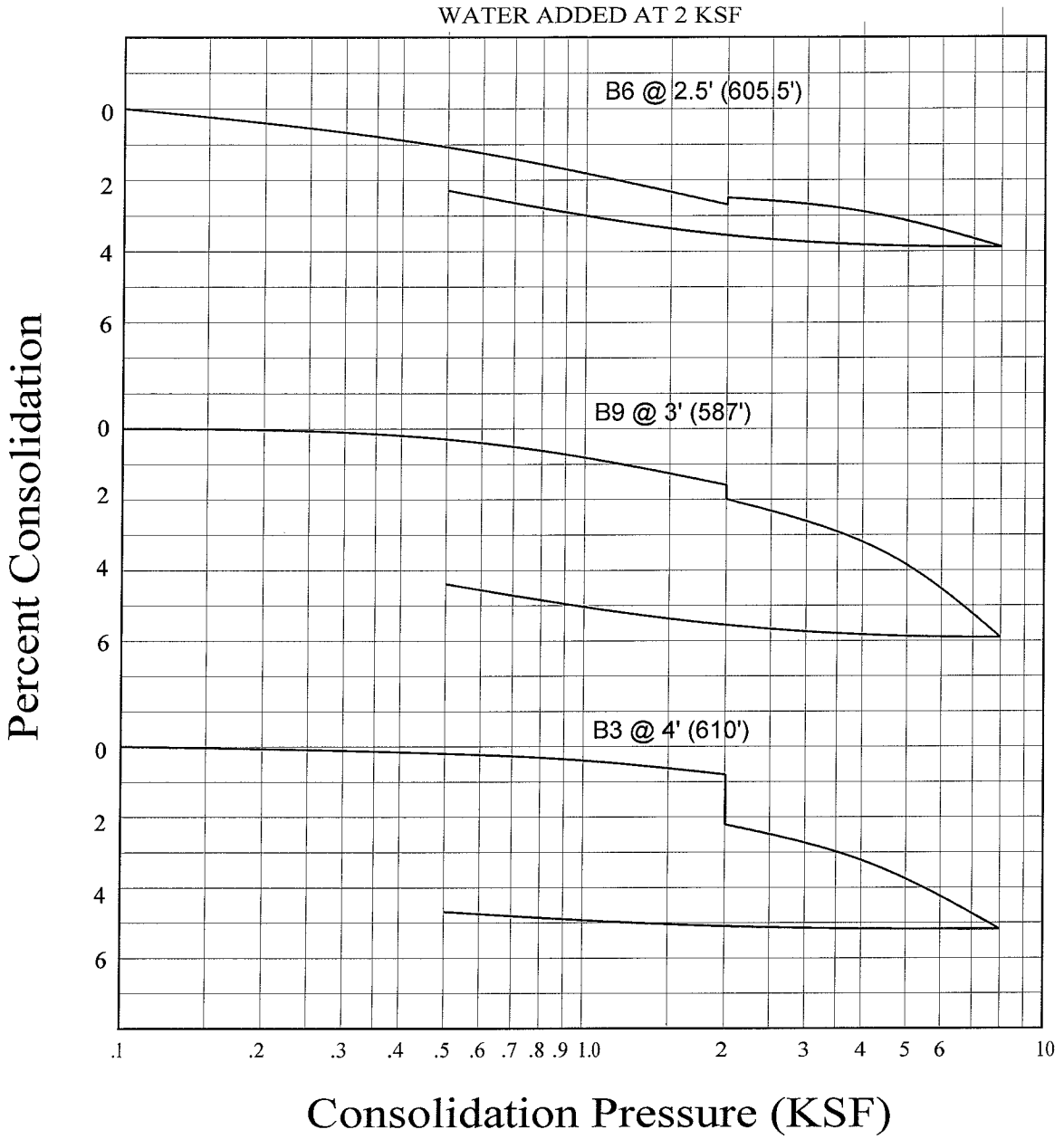
OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. B5



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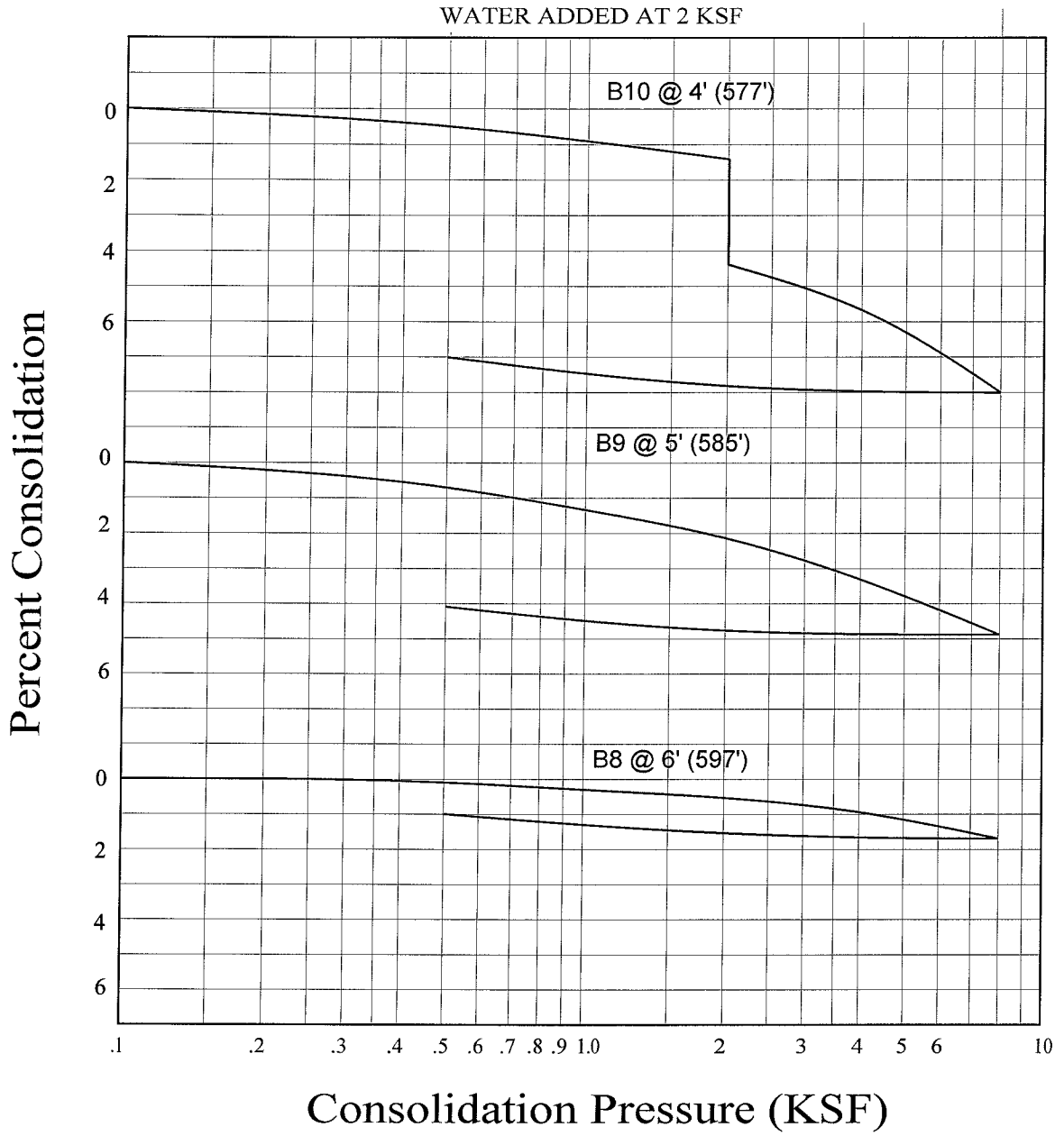
HHD		8000

CONSOLIDATION TEST RESULTS

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. B6



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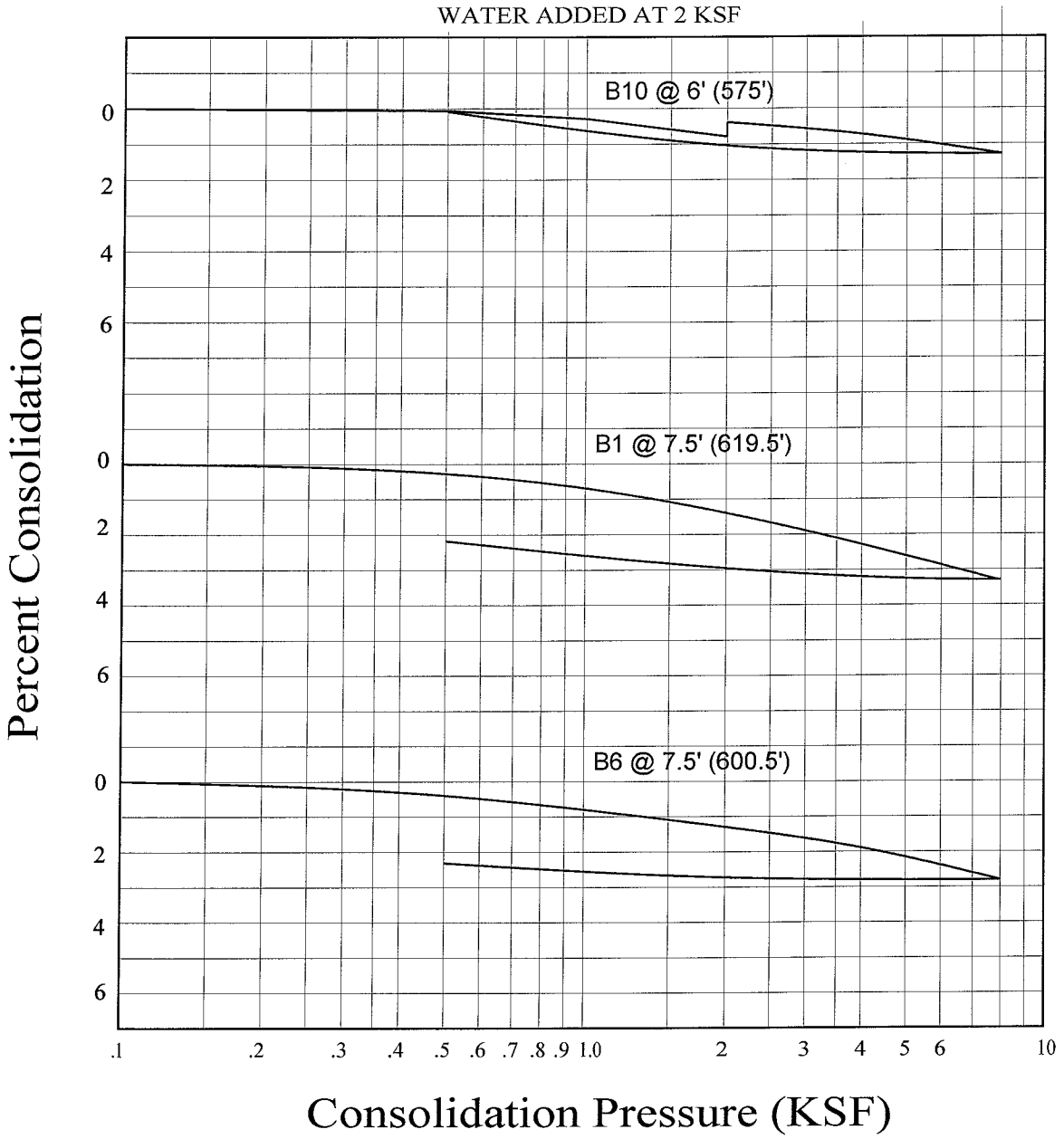
HHD		8000

CONSOLIDATION TEST RESULTS

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. B7



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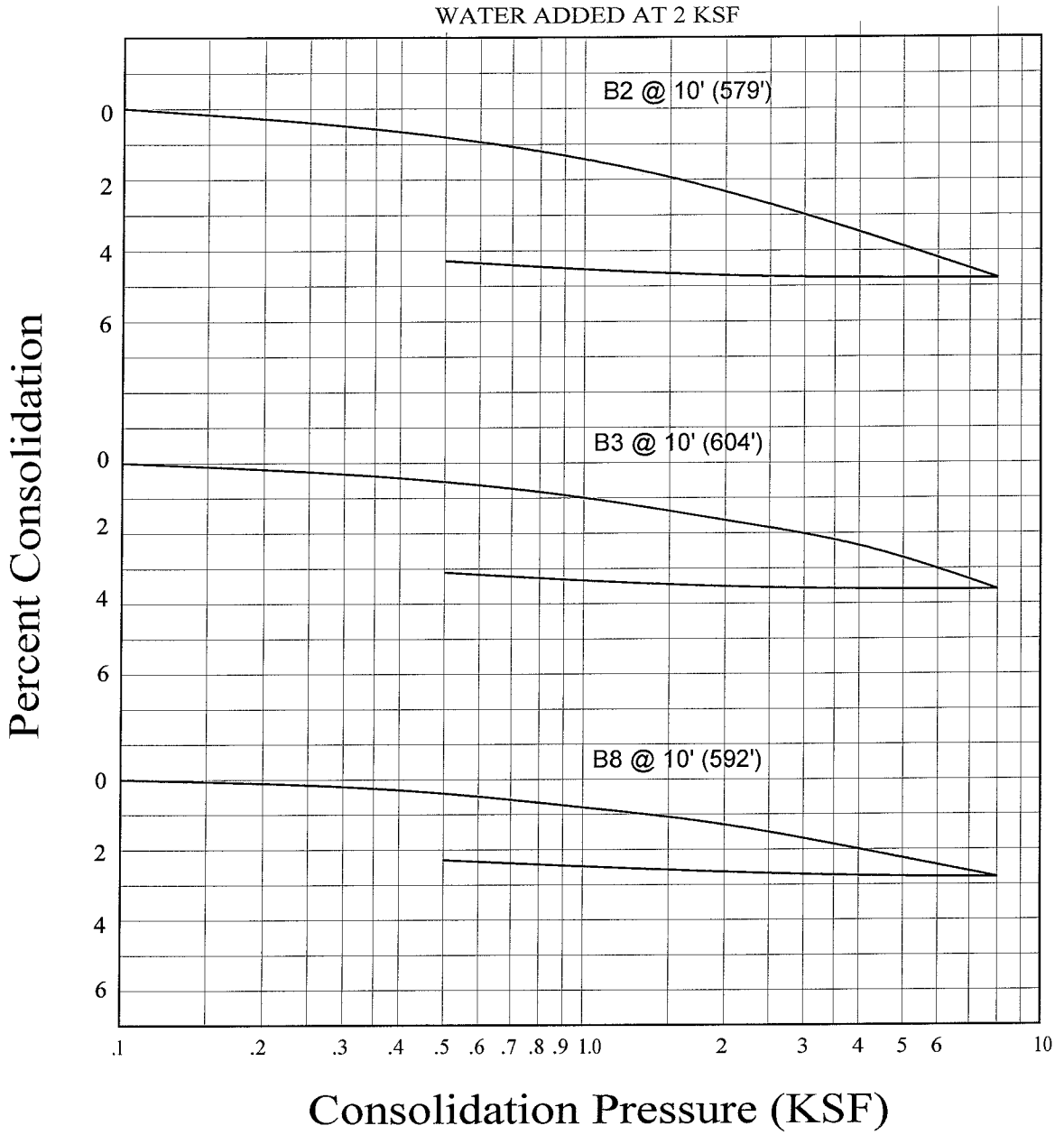
HHD		8000

CONSOLIDATION TEST RESULTS

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. B8



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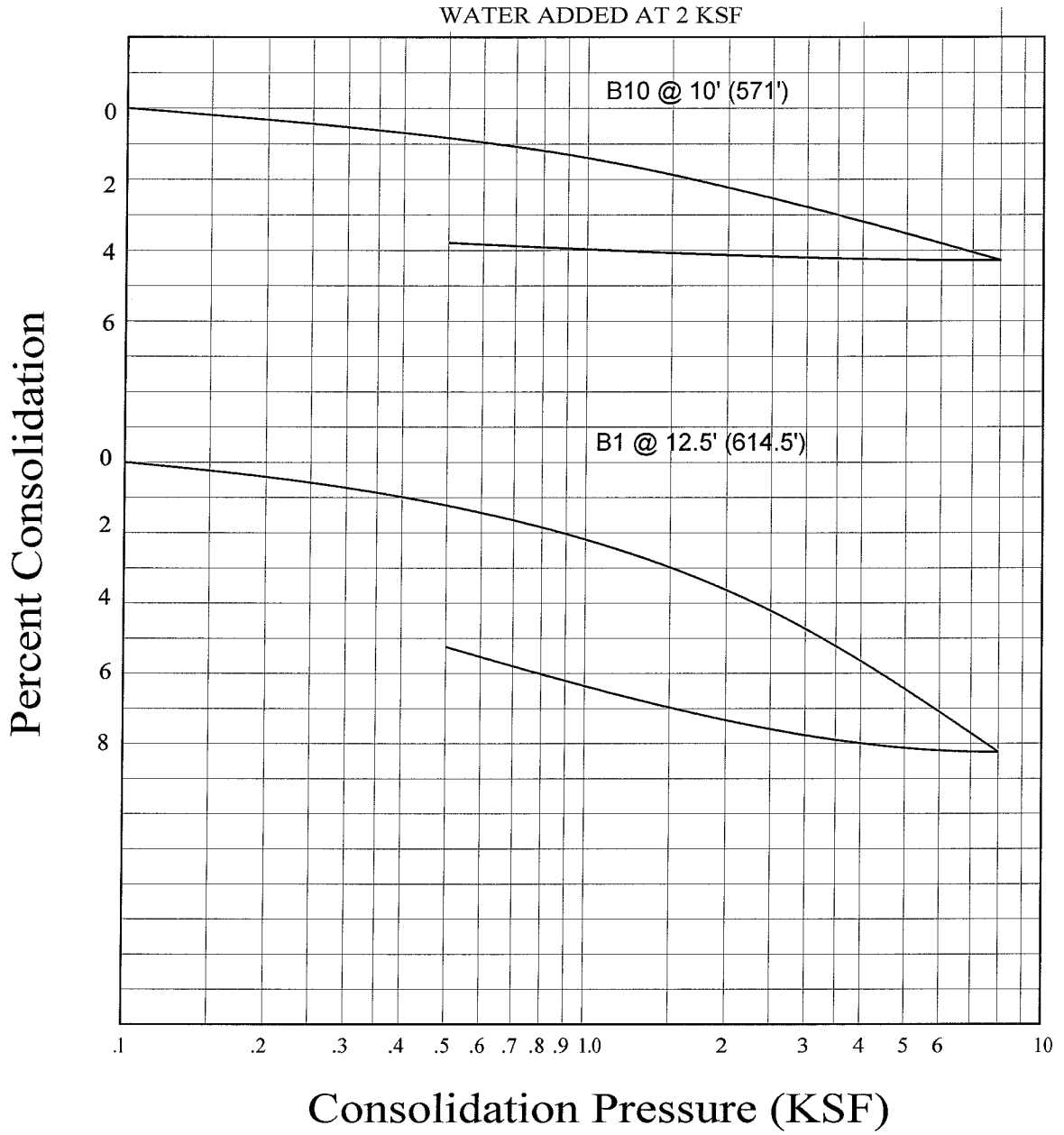
HHD		8000

CONSOLIDATION TEST RESULTS

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. B9



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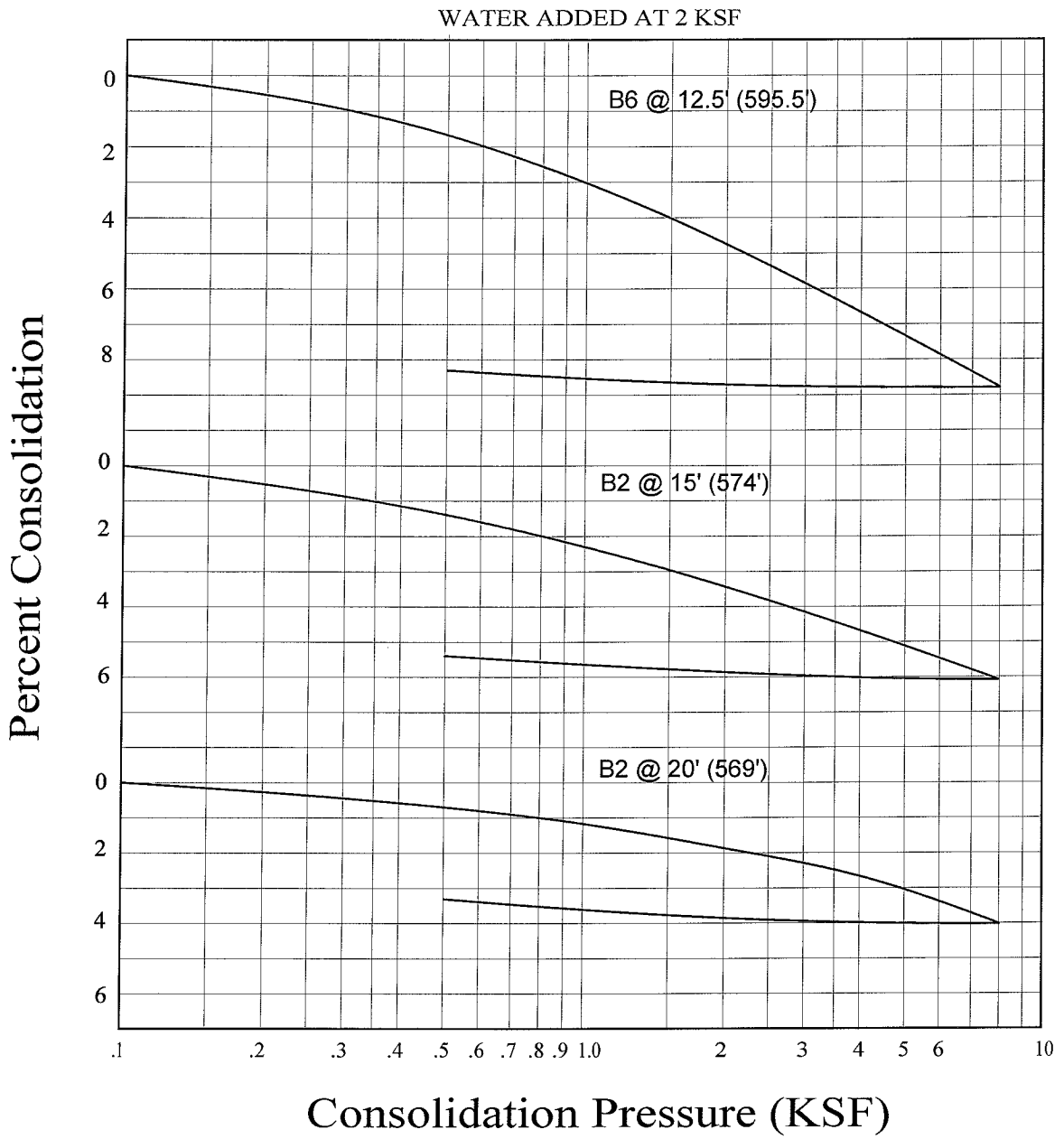
HHD		8000

CONSOLIDATION TEST RESULTS

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. B10



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CONSOLIDATION TEST RESULTS

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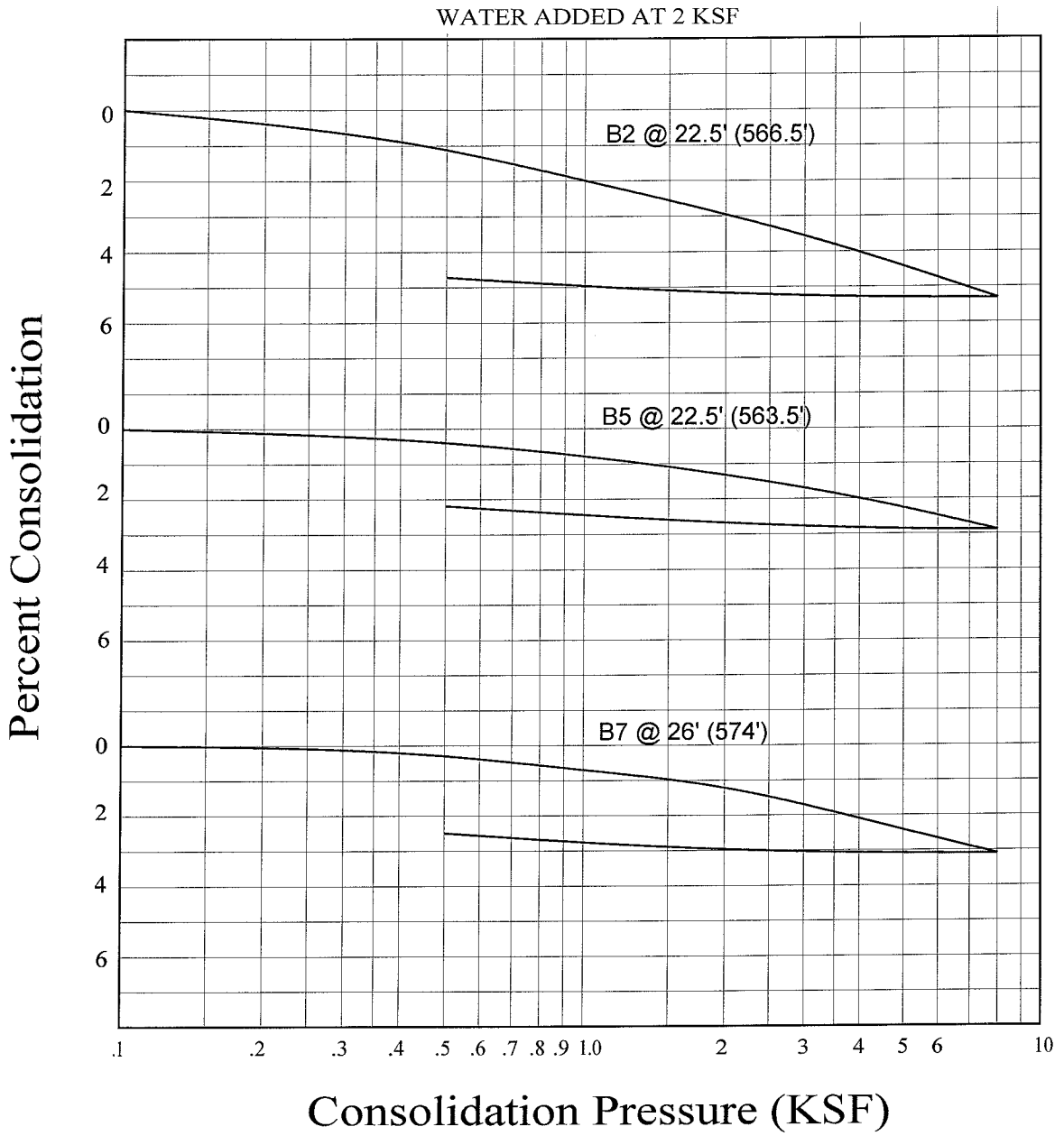
OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. B11



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CONSOLIDATION TEST RESULTS

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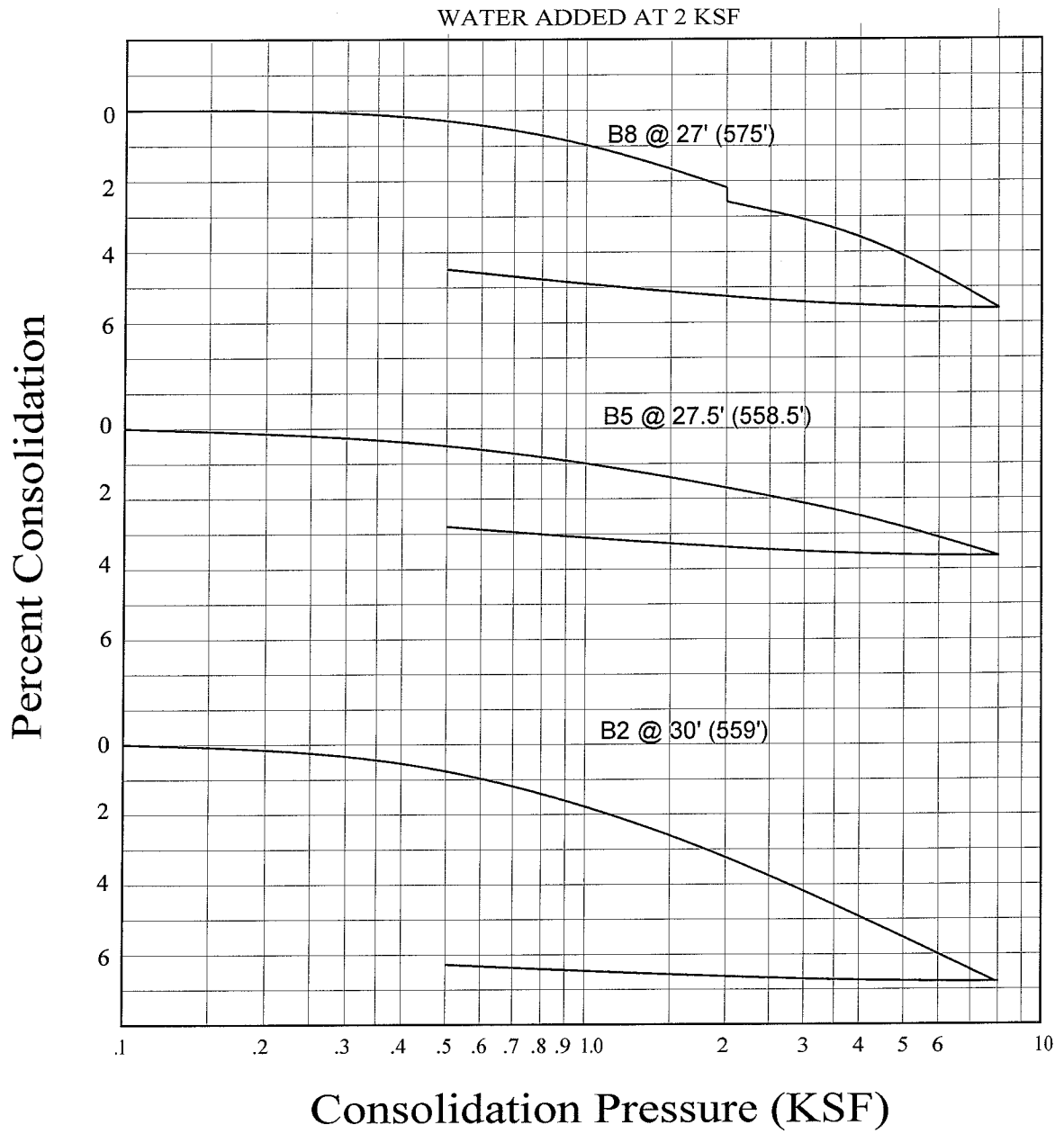
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. B12



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CONSOLIDATION TEST RESULTS

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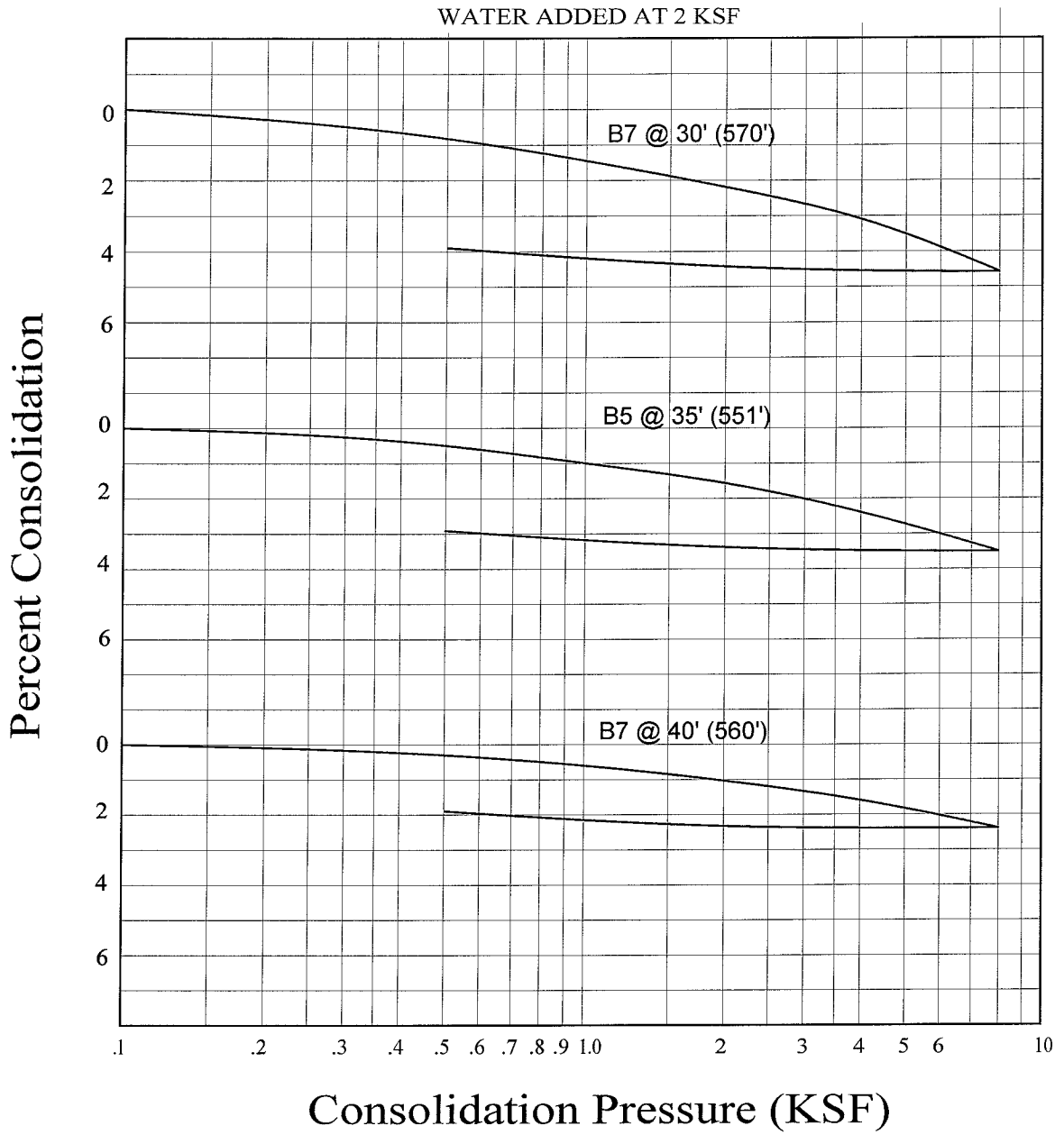
OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. B13



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CONSOLIDATION TEST RESULTS

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. B14

SUMMARY OF LABORATORY EXPANSION INDEX TEST RESULTS
ASTM D 4829-95

Sample No. (Elevation)	Moisture Content (%)		Dry Density (pcf)	Expansion Index	*UBC Classification
	Before	After			
B1@0-3' (627'-624')	10.0	24.4	107.2	88	Moderate
B6@0-3' (608'-605')	9.4	26.0	106.5	106	High
B10@0-3' (581'-578')	9.3	22.0	108.0	37	Low
B3@4' & 6 (610' & 608')	9.2	22.4	105.1	52	Moderate
B10@6' (575')	9.4	25.9	104.6	88	Moderate
B6@7.5' (600')	10.4	23.4	105.1	46	Low
B5@10' (576')	13.3	21.0	104.1	86	Moderate
B2@15' (574')	8.4	22.1	108.4	33	Low
B9@15' (576')	10.3	22.3	107.7	97	High

*Reference: 1997 Uniform Building Code, Table 18-I-B.

SUMMARY OF LABORATORY MAXIMUM DENSITY AND AND OPTIMUM MOISTURE CONTENT TEST RESULTS
ASTM D 1557-02

Sample No. (Elevation)	Soil Description	Maximum Dry Density (pcf)	Optimum Moisture (%)
B1@0-3' (627'-624')	Light Grey Sandy Silt	126.0	10.0
B6@0-3' (608'-605')	Brown Silty Sand	127.5	9.5
B10@0-3' (581'-578')	Dark Brown Sandy Silt	126.0	11.0

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HHD | 8000

LABORATORY TEST RESULTS

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007 | PROJECT NO. A8554-06-01 | FIG. B15

SUMMARY OF LABORATORY POTENTIAL OF HYDROGEN (pH) AND RESISTIVITY TEST RESULTS CALIFORNIA TEST NO. 643

Sample No. (elevation)	**pH**	**Resistivity (ohm centimeters)**
B1@0-3' (627'-624')	7.9	750 (Severely Corrosive)
B2@22.5' (566.5')	8.6	1600 (Corrosive)
B5@15' (571')	7.9	870 (Severely Corrosive)
B7@24' (576')	8.1	740 (Severely Corrosive)
B7@35' (565')	8.6	1400 (Corrosive)

SUMMARY OF LABORATORY CHLORIDE CONTENT TEST RESULTS CALIFORNIA TEST NO. 422

Sample No. (elevation)	Chloride Ion Content (%)
B1@0-3' (627'-624')	0.005
B2@22.5' (566.5')	0.003
B5@15' (571')	0.004
B7@24' (576')	0.002
B7@35' (565')	0.002

SUMMARY OF LABORATORY WATER SOLUBLE SULFATE TEST RESULTS CALIFORNIA TEST NO. 417

Sample No. (elevation)	Water Soluble Sulfate (% SO_4)	Sulfate Exposure*
B1@0-3' (627'-624')	0.014	Negligible
B2@22.5' (566.5')	0.014	Negligible
B5@15' (571')	0.017	Negligible
B7@24' (576')	0.021	Negligible
B7@35' (565')	0.009	Negligible

* Reference: 1997 Uniform Building Code, Table 19-A-4.

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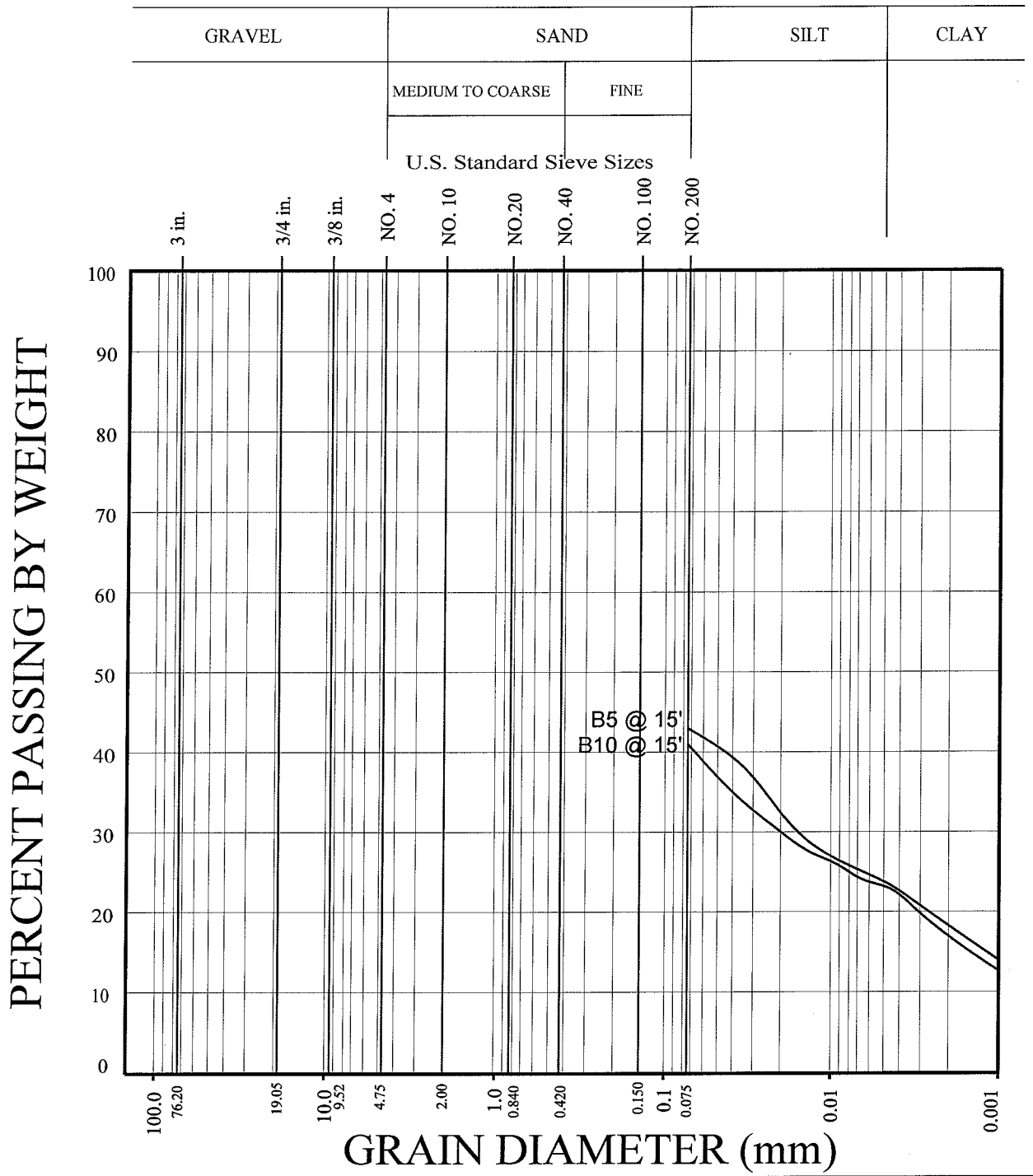
CORROSIVITY TEST RESULTS

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. B16



SAMPLE	UNIFIED SOIL CLASSIFICATION
1- B5 @ 15'	SM
2- B10 @ 15'	SM

SAMPLE	UNIFIED SOIL CLASSIFICATION

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NDB		8000

GRAIN SIZE DISTRIBUTION

1920 BREA CANYON CUTOFF ROAD
ROWLAND HEIGHTS, CALIFORNIA

OCT. 22, 2007	PROJECT NO. A8554-06-01	FIG. B17

APPENDIX 5.2

Hydrology Study

Preliminary Hydrology Study/ Drainage Concept/ SUSMP

Canyon Residences

Rowland Heights, California

December 2, 2009

CUP # 2008-0069

Prepared for

TCR
TRAMMELL CROW RESIDENTIAL

Prepared by

KHR ASSOCIATES
Consulting Engineers - Surveyors - Planners

ATTESTATION

This report has been prepared by, and under the direction of, the undersigned, a duly Registered Civil Engineer in the State of California. Except as noted, the undersigned attests to the technical information contained herein, and has judged to be acceptable the qualifications of any technical specialists providing engineering data for this report, upon which findings, conclusions, and recommendations are based.

James H. Kawamura, P.E.
Registered Civil Engineer No. C30560
Exp. 3/31/10

TABLE OF CONTENTS

Page
Attestation i
Introduction 1
Existing Site Conditions 1
Existing Storm Drain Facilities & Drainage Areas 3
Proposed Project 3
Hydrology Study Guidelines 4
Hydrology & Hydraulic Calculations 5
Tc Calculator – Existing Areas Summary Table 6
Tc Calculator – Proposed Areas Summary Table 15
Standard Urban Stormwater Mitigation Plan (SUSMP) 21
Storm Drain Easements 29
Findings & Conclusions 29

LIST OF FIGURES

Figure 1 – Aerial Perspective of Project Area 2
Figure 2 – Aerial Perspective of Project Site 2
Figure 3 – Existing Storm Drain System 3
Figure 4 – Canyon Residences Site Plan 4
Figure 5 - Construction Over Storm Drain Easement 29

APPENDIX SECTION

2006 Los Angeles 50-year 24-hour Isohyet, 1-H1.1

Runoff Coefficient Curve for Soil Type No. 002

Existing Hydrology Map

Proposed Hydrology Map

Preliminary Hydrology Study
Canyon Residences
Rowland Heights, California
December 2, 2009

Introduction

Trammell Crow Residential (TCR), Costa Mesa, California, proposes to construct a new multi-family residential project known as the *Canyon Residences* on a 15.3-acre site in an unincorporated community of the County of Los Angeles, California, known as Rowland Heights. The existing site is presently developed with the *Southlands Church* and the *Southlands Christian Schools*. Two alternative multi-family residential development scenarios are under consideration – one calling for 775 apartment units, and the other for 537 apartment units. In both cases, the *Southlands Church* and *Southlands Christian Schools* will vacate the premises and all existing buildings, structures, and parking lots will be demolished. It should be noted that only the church has ceased operations at the site.

Due to the proposed changes in land use and intensity of development, the proposed *Project* will generate additional storm water runoff. As a result, the adequacy of the existing storm drain facilities is in question. In response to this concern, **TCR** commissioned **KHR Associates**, Newport Beach, California, to evaluate the proposed *Project*, quantify potential area wide and site specific hydrology impacts due to urban runoff, and determine whether or not on-site storm water retention is warranted.

This hydrology study report is informational only, and does not provide specific recommendations as to the design or construction of any new drainage facilities. The findings, conclusions, and recommendations presented in this report were independently derived by **KHR Associates**, and not necessarily shared by **TCR**, the County of Los Angeles, or any other parties.

Existing Site Conditions

The existing Southlands Christian Schools include a preschool, an elementary school, and a secondary school. All share common surface parking lots and playing fields. The main address for *Southlands Church* and *Southlands Christian School* complex is 1920 Brea Canyon Cutoff Road.

The existing site is situated on sloping terrain, with an elevation change of 54 feet from the highest point at the southerly end to the lowest point at the northerly end. The site is bounded to the north by a small commercial center and a senior housing complex (along Colima Road); the *Royal Vista Golf Club* to the east; a

multi-family residential tract to the south, and Brea Canyon Cutoff Road to the west. Figure 1 provides an aerial perspective of the general area within which the *Project* site is situated, while Figure 2 provides an aerial perspective of the *Project* site and immediate surroundings.

Figure 1 – Aerial Perspective of Project Area

Figure 2 – Aerial Perspective of Project Site

The current County of Los Angeles General Plan land use designation for the *Project* site is "Low Density Residential," while the Rowland Heights Community Plan designation is "U1" (Urban-1). The current zoning designation is "A-1-20,000" (Light Agricultural), which allows single-family dwelling units, adult residential facilities, crops, family childcare homes, and various light agricultural uses. The proposed *Project* is also within the Rowland Heights Community Standard District (CSD), which implements the Community Plan and establishes standards for new development.

Existing Storm Drain Facilities & Drainage Areas

An existing storm drain system (PD 2407) runs through the *Project* site and is presently maintained by the property owner until it is transferred to the Los Angeles County Flood Control District (LACFCD). The storm drain improvements indicate a 72-inch storm drain pipe running southeast to northwest within an easement on the *Project* site. Figure 3 graphically illustrates the location and size of existing storm drain lines, catch basins, and other drainage facilities, as well as the topographic contours of the *Project* site and surrounding area.

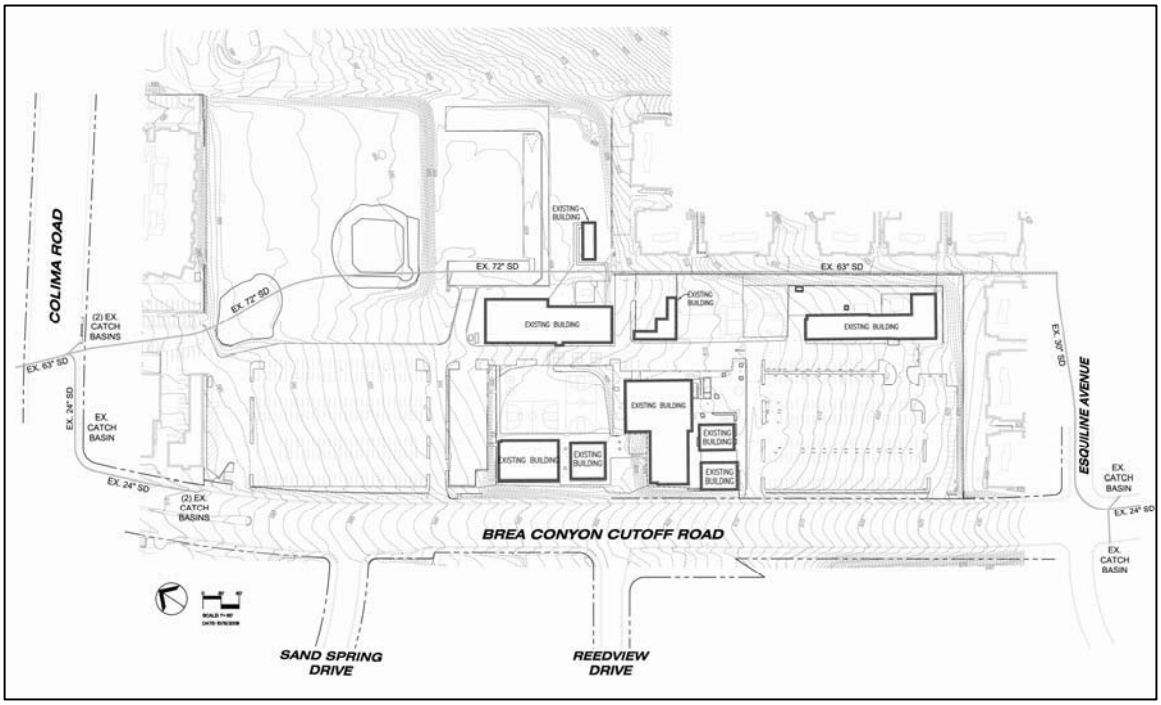


Figure 3 – Existing Storm Drain System

Proposed Project

For the purposes of this analysis, **TCR** has indicated that the proposed *Project* will consist of one of two scenarios: 775 units or a 537-unit project. Since this hydrology study will address maximum urban runoff from the *Project* site, the

larger of the two scenarios (i.e., the 775-unit project) is addressed herein with the following assumptions:

Podium Residential Units:	
1 BR	282 units
2 BR	168 units
Total Podium Units	450 units
Wrap Residential Units:	
1 BR	119 units
2 BR	82 units
3 BR	16 units
Total Wrap Units	217 units
Townhouse Residential Units:	
2 & 3 BR	108 units
Total Project Units:	775 units

Figure 8 illustrates the proposed site plan for the 775-unit project.

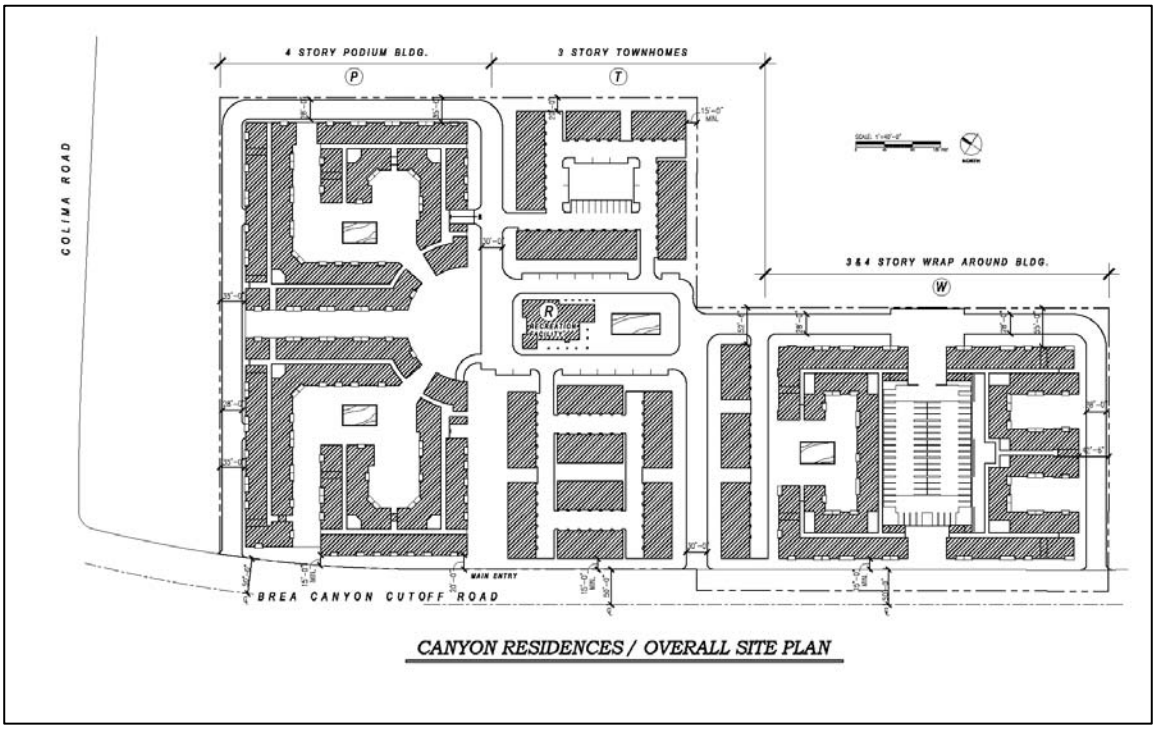


Figure 4 – Canyon Residences Site Plan

Hydrology Study Guidelines

The following hydrology guidelines were followed:

1) The Los Angeles County Department of Public Works Hydrology Manual, January 2006, was used in calculating rainfall runoff.

2) The project site is not within a burned or debris producing area, and therefore requires no special consideration for debris volumes, debris bulked flow, or watershed erosion.

Hydrology & Hydraulic Calculations

Hydrology and hydraulic calculations were performed for both the existing and proposed site conditions. For the existing conditions, the site was divided into 6 drainage sub-areas in addition of the offsite drainage area. For the proposed conditions (i.e., with *Project*), the site was divided into 5 drainage sub-areas plus the offsite drainage area.

The 2006 Los Angeles County *50-Year 24-Hour Isohyet Map # 1-H1.12* (see Appendix Section) was used to obtain depth of rainfall over a 24-hour period for the *Project* site. The soil classification for the *Project* site was determined to be soil type 002. Per the *Runoff Coefficient Curve for Soil Type No. 002* (see Appendix Section), the depth of rainfall is estimated to be 6.41 inches. Both of these values obtained are used in the *Tc Calculator Software* used by the County of Los Angeles Department of Public Works to calculate peak period rainfall amounts for a 50-year storm.

For each of the six existing surface flow sub-areas, namely E1, E2, E3, E4, E5 and E6, time of concentration (Tc) calculations were generated. Also, based on input parameter values of Fire Factor, Area, Proportion Impervious, plus the Flow Path Length and Slope, the calculated Peak Flow Rates are as follows: area E1 is 10.91 cubic feet per second; area E2 is 13.12 cubic feet per second; area E3 is 8.42 cubic feet per second; area E4 is 1.44 cubic feet per second; area E5 is 5.88 cubic feet per second; and area E6 is 5.62 cubic feet per second.

Existing sub-area E1 is comprised of the most northern part of the project site with a size of 3.76 acres. The sub-area drains from southeast to northwest via surface flow. The sub-area is currently open space occupied by baseball and soccer fields. The sub-area drains towards the northwest onto an existing trench drain along the property line. The existing trench drain is connected to an 18-inch storm drain pipe that is directly connected to the existing 72-inch storm drain pipe within the site.

Existing sub-area E2 is comprised of portions of the east side of the project site with a size of 4.75 acres. The sub-area drains from east to west via surface flow. The sub-area is currently made up of a paved road, parking area, and some un-paved open space. The sub-area drains towards the west to an existing catch basin. The existing catch basin is connected to an 18-inch storm drain pipe that is directly connected to the existing 72-inch storm drain pipe within the site.

Existing sub-area E3 is comprised of portions of the west side of the project site with a size of 2.87 acres. The sub-area drains from southeast to northwest via

surface flow. The sub-area is currently a paved parking lot. The sub-area drains towards the northwest onto Brea Canyon Cutoff Road and ultimately into an existing catch basin located just north of the project boundaries. The existing catch basin is directly connected to a 24-inch storm drain pipe that ultimately connects to an existing 63-inch storm drain pipe under Colima Road.

Existing sub-area E4 is comprised of a small portion of the west side of the project site with a size of 0.42 acres. The sub-area drains from southeast to northwest via surface flow. The sub-area is currently a paved parking lot. The sub-area drains towards the northwest onto Brea Canyon Cutoff Road and ultimately into an existing catch basin located just north of the project boundaries. The existing catch basin is directly connected to a 24-inch storm drain pipe that ultimately connects to an existing 63-inch storm drain pipe under Colima Road.

Existing sub-area E5 is comprised of a small portion of the west side of the project site with a size of 1.71 acres. The sub-area drains from east to west via surface flow. The sub-area is currently occupied by five existing buildings and a basketball court. The sub-area drains towards the northwest onto Brea Canyon Cutoff Road and ultimately into an existing catch basin located just north of the project boundaries. The existing catch basin is directly connected to a 24-inch storm drain pipe that ultimately connects to an existing 63-inch storm drain pipe under Colima Road.

Existing sub-area E6 is comprised of portions of the southern part of the project site with a size of 1.78 acres. The sub-area drains from southeast to northwest via surface flow. The sub-area is currently a paved parking lot. The sub-area drains towards the northwest and onto Brea Canyon Cutoff Road and ultimately into an existing catch basin located just north of the project boundaries. The existing catch basin is directly connected to a 24-inch storm drain pipe that ultimately connects to an existing 63-inch storm drain pipe under Colima Road.

A map entitled “Existing Hydrology Map” is included in the Appendix Section of this report. The following is a summary of results and calculations of the time of concentration (Tc) for all six existing drainage areas.

Tc Calculator – Existing Areas Summary Table

Subarea Number	Area (Acres)	Proportion Impervious	Soil Type	Rainfall Isohyet (in.)	Storm Frequency	Flowrate (cfs)	Tc Value (min.)
E1	3.76	.05	002	6.41	50 Year	10.91	7.00
E2	4.75	.75	002	6.41	50 Year	13.12	8.00
E3	2.87	.90	002	6.41	50 Year	8.42	7.00
E4	0.42	.90	002	6.41	50 Year	1.44	5.00
E5	1.71	.90	002	6.41	50 Year	5.88	5.00
E6	1.78	.90	002	6.41	50 Year	5.62	6.00

Tc Calculator – Existing Area E1

Tc Calculator

Subarea Parameters Manual Input

Subarea Number	Area (Acres)	Proportion Impervious	Soil Type	Rainfall Isohyet (in.)	Flow Path Length (ft.)	Flow Path Slope
E1	3.76	.05	2	6.41	651	.0292

Subarea Parameters Selected

Subarea Number	Area (Acres)	Proportion Impervious	Soil Type	Rainfall Isohyet (in.)	Flow Path Length (ft.)	Flow Path Slope
1a	3.76	0.05	2	6.41	651	0.0292

Input File

☐ Check Here If Subarea Parameters Are Defined In An Input File

Import "tcdata.xls" File

○ Calculate Single Tc From Subarea Parameters Provided In Input File

◉ Calculate Tc's For Multiple Subareas And Create Tc Results File

Calculation Results

Subarea Number	Intensity	Undeveloped Runoff Coefficient (Cu)	Developed Runoff Coefficient (Cd)
E1	3.26	0.89	0.89

Tc Equation

Tc=(10)^-0.507*(Cd*I)^-0.519*(L)^0.483*(S)^-0.135

Calculate Tc

Cancel

Tc Value (min.)	Flowrate (cfs)
7	10.91

Tc Calculator – Existing Area E2

Tc Calculator

Subarea Parameters Manual Input

Subarea Number	Area (Acres)	Proportion Impervious	Soil Type	Rainfall Isohyet (in.)	Flow Path Length (ft.)	Flow Path Slope
E2	4.75	.75	2	6.41	974	.0331

Subarea Parameters Selected

Subarea Number	Area (Acres)	Proportion Impervious	Soil Type	Rainfall Isohyet (in.)	Flow Path Length (ft.)	Flow Path Slope
1a	4.75	0.75	2	6.41	974	0.0331

Input File

☐ Check Here If Subarea Parameters Are Defined In An Input File

Import "tcdata.xls" File

○ Calculate Single Tc From Subarea Parameters Provided In Input File

◉ Calculate Tc's For Multiple Subareas And Create Tc Results File

Calculation Results

Subarea Number	Intensity	Undeveloped Runoff Coefficient (Cu)	Developed Runoff Coefficient (Cd)
E2	3.07	0.89	0.9

Tc Equation

Tc=(10)^-0.507*(Cd*I)^-0.519*(L)^0.483*(S)^-0.135

Calculate Tc

Cancel

Tc Value (min.)	Flowrate (cfs)
8	13.12

Tc Calculator – Existing Area E3

Tc Calculator

Subarea Parameters Manual Input

Subarea Number	Area (Acres)	Proportion Impervious	Soil Type	Rainfall Isohyet (in.)	Flow Path Length (ft.)	Flow Path Slope
E3	2.87	.90	2	6.41	750	.0373

Subarea Parameters Selected

Subarea Number	Area (Acres)	Proportion Impervious	Soil Type	Rainfall Isohyet (in.)	Flow Path Length (ft.)	Flow Path Slope
1a	2.87	0.9	2	6.41	750	0.0373

Input File

☐ Check Here If Subarea Parameters Are Defined In An Input File

Import "tcdata.xls" File

○ Calculate Single Tc From Subarea Parameters Provided In Input File

◉ Calculate Tc's For Multiple Subareas And Create Tc Results File

Calculation Results

Subarea Number	Intensity	Undeveloped Runoff Coefficient (Cu)	Developed Runoff Coefficient (Cd)
E3	3.26	0.89	0.9

Tc Equation

Tc=(10)^-0.507*(Cd*I)^-0.519*(L)^0.483*(S)^-0.135

Calculate Tc

Tc Value (min.)	Flowrate (cfs)
7	8.42

Cancel

Tc Calculator – Existing Area E4

Tc Calculator

Subarea Parameters Manual Input

Subarea Number	Area (Acres)	Proportion Impervious	Soil Type	Rainfall Isohyet (in.)	Flow Path Length (ft.)	Flow Path Slope
E4	0.42	.90	2	6.41	262	.0458

Subarea Parameters Selected

Subarea Number	Area (Acres)	Proportion Impervious	Soil Type	Rainfall Isohyet (in.)	Flow Path Length (ft.)	Flow Path Slope
1a	0.42	0.9	2	6.41	262	0.0458

Input File

☐ Check Here If Subarea Parameters Are Defined In An Input File

Import "tcdata.xls" File

○ Calculate Single Tc From Subarea Parameters Provided In Input File

◉ Calculate Tc's For Multiple Subareas And Create Tc Results File

Calculation Results

Subarea Number	Intensity	Undeveloped Runoff Coefficient (Cu)	Developed Runoff Coefficient (Cd)
E4	3.82	0.9	0.9

Tc Equation

Tc=(10)^-0.507*(Cd*I)^-0.519*(L)^0.483*(S)^-0.135

Calculate Tc

Tc Value (min.)	Flowrate (cfs)
5	1.44

Cancel

Tc Calculator – Existing Area E5

Tc Calculator

Subarea Parameters Manual Input

Subarea Number	Area (Acres)	Proportion Impervious	Soil Type	Rainfall Isohyet (in.)	Flow Path Length (ft.)	Flow Path Slope
E5	1.71	.90	2	6.41	253	.0494

Subarea Parameters Selected

Subarea Number	Area (Acres)	Proportion Impervious	Soil Type	Rainfall Isohyet (in.)	Flow Path Length (ft.)	Flow Path Slope
1a	1.71	0.9	2	6.41	253	0.0494

Input File

☐ Check Here If Subarea Parameters Are Defined In An Input File

Import "tcdata.xls" File

○ Calculate Single Tc From Subarea Parameters Provided In Input File

◉ Calculate Tc's For Multiple Subareas And Create Tc Results File

Calculation Results

Subarea Number	Intensity	Undeveloped Runoff Coefficient (Cu)	Developed Runoff Coefficient (Cd)
E5	3.82	0.9	0.9

Tc Equation

Tc=(10)^-0.507*(Cd*I)^-0.519*(L)^0.483*(S)^-0.135

Calculate Tc

Cancel

Tc Value (min.)	Flowrate (cfs)
5	5.88

Tc Calculator – Existing Area E6

Tc Calculator

Subarea Parameters Manual Input

Subarea Number	Area (Acres)	Proportion Impervious	Soil Type	Rainfall Isohyet (in.)	Flow Path Length (ft.)	Flow Path Slope
E6	1.78	.90	2	6.41	550	.0381

Subarea Parameters Selected

Subarea Number	Area (Acres)	Proportion Impervious	Soil Type	Rainfall Isohyet (in.)	Flow Path Length (ft.)	Flow Path Slope
1a	1.78	0.9	2	6.41	550	0.0381

Input File

☐ Check Here If Subarea Parameters Are Defined In An Input File

Import "tcdata.xls" File

○ Calculate Single Tc From Subarea Parameters Provided In Input File

◉ Calculate Tc's For Multiple Subareas And Create Tc Results File

Calculation Results

Subarea Number	Intensity	Undeveloped Runoff Coefficient (Cu)	Developed Runoff Coefficient (Cd)
E6	3.51	0.9	0.9

Tc Equation

Tc=(10)^-0.507*(Cd*I)^-0.519*(L)^0.483*(S)^-0.135

Calculate Tc

Cancel

Tc Value (min.)	Flowrate (cfs)
6	5.62

There are five preliminary designated drainage sub-areas for the proposed *Project* site. A map entitled "Proposed Hydrology Map" is included in the Appendix Section of this report with corresponding flow path lengths and slopes.

Using the *Tc Calculator Software* to calculate peak discharge for each of the five proposed surface flow sub-areas, namely P1, P2, P3, P4 and P5, we arrive at these values. Also, based on input parameter values of Fire Factor, Area, Proportion Impervious, plus the Flow Path Length and Slope, we have the results calculated for Peak Flow Rate as follows: proposed area P1 is 7.63 cubic feet per second (cfs), proposed area P2 is 7.25 cubic feet per second, proposed area P3 is 9.19 cubic feet per second, proposed area P4 is 8.42 cubic feet per second and proposed area P5 is 16.09 cubic feet per second. The total flow rate for the site based on the proposed condition is 48.58 cubic feet per second. This is 3.19 cubic feet per second greater than the existing flow rate generated by the site. This additional 3.19 cubic feet per second will be detained/ retained onsite. Since P4 and P5 contribute the largest flow rate for the project site the 3.19 difference in flow rate will be detained/ retained within these two subareas to reduce the total flow rate generated by the site back to existing condition levels.

Proposed sub-area P1 is made up of the northern portion of the project site and has a total area of 2.76 acres. Sub-area P1 is proposed to be occupied by a residential building and a paved drive aisle. The drainage of the sub-area will be mainly in the northwest direction. The drainage will consist of utilizing proposed curb and gutter, catch basins, and storm drain pipe. Sub-area P1 will be directly connected to an existing 18-inch storm drain lateral. Measures will be taken to ensure that the existing connection does not receive additional flow other than what currently exists by means of pipe restriction and detention/retention tanks. The existing hydrology analysis shows that sub-area E1 directly connects to this existing storm drain lateral, which has a peak flow of 10.91 cubic feet per second. It should be noted that the existing storm drain connection currently accepts more than what is being proposed and therefore no detention of storm water volume is required in this area for means of flow restriction. Detention/Retention tanks will still utilized to capture the first flush of storm water.

Proposed sub-area P2 is made up of east side portions of the project site and has a total area of 2.11 acres. Sub-area P2 will be occupied by covered parking garages, paved roads, and some small landscaped areas. The drainage of the sub-area will be mainly in the northwest direction. The drainage will consist of utilizing proposed curb and gutter, catch basins, and storm drain pipe. Sub-area P2 will need a direct connection to the existing 72-inch storm drain pipe within the project site.

Proposed sub-area P3 is made up of west side portions of the project site and has a total area of 2.91 acres. Sub-area P3 will be occupied by a proposed residential building, paved roads, and some small landscaped areas. The drainage of this sub-area will be mainly in the northwest direction. The drainage

will consist of utilizing proposed curb and gutter, catch basins, and storm drain pipe. Sub-area P3 will be directly connected to an existing catch basin, which will have to be relocated, along Brea Canyon Cutoff Road just north of the project boundaries. The existing catch basin located along Brea Canyon Cutoff road, per Cash Contract 2087, currently accepts a peak flow of 21.36 cubic feet per second during a 50-year 24-hour storm event from the *Project Site*. Sub-area P3 will only generate a peak flow of 9.19 cubic feet per second during a 50-year 24-hour storm event; therefore, no storage of storm water will be required to detain/retain excess flows. Detention/retention tanks are still proposed for sub-area P3 in order to meet storm water quality regulations and are discussed in more detail in the Standard Urban Storm Water Mitigation Plan (SUSMP) section of this report.

Proposed sub-area P4 is made up of portions of the west side of the project site and has a total area of 2.87 acres. Sub-area P4 will be occupied by proposed parking garages, paved roads, and small landscaped areas. The drainage of this sub-area will be mainly in the northeast direction. The drainage will consist of utilizing proposed curb and gutter, catch basins, and storm drain pipe. Sub-area P4 will be directly connected to an existing 18-inch storm drain lateral which currently accepts 13.12 cubic feet per second. Under the proposed conditions, sub-areas P4 and P5, which have a total of 24.51 cubic feet per second, will drain to this existing lateral. The flow to the existing lateral will be restricted to ensure that the total flow rate for the proposed site does not exceed the existing flow rate for the site entire site. The additional volume of storm water runoff will be detained/ retained in storage tanks on-site and allowed to infiltrate into the surrounding soil or under detention scenarios the storm water will accumulate and be utilized later for irrigation purposed.

Proposed sub-area P5 is made up of the south side of the project site and has a total area of 4.68 acres. Sub-area P5 will be occupied by a residential building, paved roads and small landscaped areas. The drainage of this sub-area will be mainly in the northeast direction. The drainage will consist of utilizing proposed curb and gutter, catch basins, and storm drain pipe. Sub-area P5 will be conveyed to the storm drain system of sub-area P4. As mentioned above, storage tanks will be provided to retain/ detain excess storm water runoff generated by both sub-areas. The ability to retain and infiltrate water onsite will be dependent on geotechnical analysis of the onsite soils conditions including percolation testing.

Tc Calculator – Proposed Areas Summary Table

Subarea Number	Area (Acres)	Proportion Impervious	Soil Type	Rainfall Isohyet (in.)	Storm Frequency	Flowrate (cfs)	Tc Value (min.)
P1	2.76	.90	002	6.41	50 Year	7.63	8.00
P2	2.11	.90	002	6.41	50 Year	7.25	5.00
P3	2.91	.90	002	6.41	50 Year	9.19	6.00
P4	2.87	.90	002	6.41	50 Year	8.42	7.00
P5	4.68	.90	002	6.41	50 Year	16.09	5.00

Tc Calculator – Proposed Area P1

Tc Calculator

Subarea Parameters Manual Input

Subarea Number	Area (Acres)	Proportion Impervious	Soil Type	Rainfall Isohyet (in.)	Flow Path Length (ft.)	Flow Path Slope
P1	2.76	.90	2	6.41	733	.0190

Subarea Parameters Selected

Subarea Number	Area (Acres)	Proportion Impervious	Soil Type	Rainfall Isohyet (in.)	Flow Path Length (ft.)	Flow Path Slope
1a	2.76	0.9	2	6.41	733	0.019

Input File

☐ Check Here If Subarea Parameters Are Defined In An Input File

Import "tcdata.xls" File

○ Calculate Single Tc From Subarea Parameters Provided In Input File

◉ Calculate Tc's For Multiple Subareas And Create Tc Results File

Calculation Results

Subarea Number	Intensity	Undeveloped Runoff Coefficient (Cu)	Developed Runoff Coefficient (Cd)
P1	3.07	0.89	0.9

Tc Equation

Tc=(10)^-0.507*(Cd*I)^-0.519*(L)^0.483*(S)^-0.135

Calculate Tc

Tc Value (min.)	Flowrate (cfs)
8	7.63

Cancel

Tc Calculator – Proposed Area P2

Tc Calculator

Subarea Parameters Manual Input

Subarea Number	Area (Acres)	Proportion Impervious	Soil Type	Rainfall Isohyet (in.)	Flow Path Length (ft.)	Flow Path Slope
P2	2.11	.90	2	6.41	228	.0117

Subarea Parameters Selected

Subarea Number	Area (Acres)	Proportion Impervious	Soil Type	Rainfall Isohyet (in.)	Flow Path Length (ft.)	Flow Path Slope
1a	2.11	0.9	2	6.41	228	0.0117

Input File

☐ Check Here If Subarea Parameters Are Defined In An Input File

Import "tcdata.xls" File

○ Calculate Single Tc From Subarea Parameters Provided In Input File

◉ Calculate Tc's For Multiple Subareas And Create Tc Results File

Calculation Results

Subarea Number	Intensity	Undeveloped Runoff Coefficient (Cu)	Developed Runoff Coefficient (Cd)
P2	3.82	0.9	0.9

Tc Equation

Tc=(10)^-0.507*(Cd*I)^-0.519*(L)^0.483*(S)^-0.135

Calculate Tc

Cancel

Tc Value (min.)	Flowrate (cfs)
5	7.25

Tc Calculator – Proposed Area P3

Tc Calculator

Subarea Parameters Manual Input

Subarea Number		
P3		
Area (Acres)	Proportion Impervious	Soil Type
2.91	.90	2
Rainfall Isohyet (in.)	Flow Path Length (ft.)	Flow Path Slope
6.41	641	.0353

Subarea Parameters Selected

Subarea Number		
1a		
Area (Acres)	Proportion Impervious	Soil Type
2.91	0.9	2
Rainfall Isohyet (in.)	Flow Path Length (ft.)	Flow Path Slope
6.41	641	0.0353

Input File

☐ Check Here If Subarea Parameters Are Defined In An Input File

Import "tcdata.xls" File

○ Calculate Single Tc From Subarea Parameters Provided In Input File

◉ Calculate Tc's For Multiple Subareas And Create Tc Results File

Calculation Results

Subarea Number	Intensity	Undeveloped Runoff Coefficient (Cu)	Developed Runoff Coefficient (Cd)
P3	3.51	0.9	0.9

Tc Equation

Tc=(10)^-0.507*(Cd*I)^-0.519*(L)^0.483*(S)^-0.135

Calculate Tc

Tc Value (min.)	Flowrate (cfs)
6	9.19

Cancel

Tc Calculator – Proposed Area P4

Tc Calculator

Subarea Parameters Manual Input

Subarea Number	Area (Acres)	Proportion Impervious	Soil Type	Rainfall Isohyet (in.)	Flow Path Length (ft.)	Flow Path Slope
P4	2.87	.90	2	6.41	536	.0073

Subarea Parameters Selected

Subarea Number	Area (Acres)	Proportion Impervious	Soil Type	Rainfall Isohyet (in.)	Flow Path Length (ft.)	Flow Path Slope
1a	2.87	0.9	2	6.41	536	0.0073

Input File

☐ Check Here If Subarea Parameters Are Defined In An Input File

Import "tcdata.xls" File

○ Calculate Single Tc From Subarea Parameters Provided In Input File

◉ Calculate Tc's For Multiple Subareas And Create Tc Results File

Calculation Results

Subarea Number	Intensity	Undeveloped Runoff Coefficient (Cu)	Developed Runoff Coefficient (Cd)
P4	3.26	0.89	0.9

Tc Equation

Tc=(10)^-0.507*(Cd*I)^-0.519*(L)^0.483*(S)^-0.135

Calculate Tc

Tc Value (min.)	Flowrate (cfs)
7	8.42

Cancel

Tc Calculator – Proposed Area P5

Tc Calculator

Subarea Parameters Manual Input

Subarea Number		
P5		
Area (Acres)	Proportion Impervious	Soil Type
4.68	.90	2
Rainfall Isohyet (in.)	Flow Path Length (ft.)	Flow Path Slope
6.41	490	.0296

Subarea Parameters Selected

Subarea Number		
1a		
Area (Acres)	Proportion Impervious	Soil Type
4.68	0.9	2
Rainfall Isohyet (in.)	Flow Path Length (ft.)	Flow Path Slope
6.41	490	0.0296

Input File

☐ Check Here If Subarea Parameters Are Defined In An Input File

Import "tcdata.xls" File

○ Calculate Single Tc From Subarea Parameters Provided In Input File

◉ Calculate Tc's For Multiple Subareas And Create Tc Results File

Calculation Results

Subarea Number	Intensity	Undeveloped Runoff Coefficient (Cu)	Developed Runoff Coefficient (Cd)
P5	3.82	0.9	0.9

Tc Equation

Tc=(10)^-0.507*(Cd*I)^-0.519*(L)^0.483*(S)^-0.135

Tc Value (min.)	Flowrate (cfs)
5	16.09

Calculate Tc

Cancel

Standard Urban Stormwater Mitigation Plan (SUSMP)

Due to the high concentration of pollutants found within urban and storm water runoff that may be causing, threatening to cause, or contributing to the impairment of the water quality and beneficial uses of the receiving water bodies, the County of Los Angeles has developed a Standard Urban Stormwater Mitigation Plan (SUSMP) outlining necessary Best Management Practices (BMPs) to decrease the amount of pollutants in storm water runoff. In accordance with that plan, aspects of the *Project* site will be designed to prevent the introduction of pollutants to the storm water, including enclosed trash enclosure areas and storm drain facility stenciling. Treatment control BMPs for the *Project* site will be designed to handle the volume and or flow of runoff produced from a 0.75-inch storm event, prior to its discharge to a storm water conveyance system.

Volume-based BMPs are designed to capture and treat what is usually described as the “first flush” of runoff from a storm event. Volume-based BMPs include extended detention basins, wet detention basins, retention/infiltration systems, and water quality treatment wetlands.

The Los Angeles Regional Water Quality Control Board (RWQCB) has defined the sizing criteria for volume-based BMPs as:

The volume of runoff produced from a historical-record based reference 24-hour rainfall criterion for “treatment” (0.75 inch average for the Los Angeles County area) that achieves approximately the same reduction in pollutant loads achieved by the 85th percentile 24-hour runoff event.

The 85th percentile criterion was used for sizing and evaluating the volume-based water quality treatment controls within the *Project* site.

Flow-based BMPs are sized to filter or otherwise treat the “first flush” of runoff from a storm event. Flow-based BMPs include vegetated filter strips and swales, inlet inserts, and wet vaults. The Los Angeles RWQCB has defined the design discharge for flow-based BMPs as: “the flow of runoff produced from a rain event equal to at least 0.2 inch per hour intensity.”

Flow-based water quality BMPs on the *Project* site have been designed based upon a Rational Method analysis of the 85th percentile event.

The *Project* site will implement both flow and volume based BMPs that will be privately maintained. The proposed flow-based BMP is a water quality vault. The water quality vault will serve as a pre-treatment to the volume-based treatment system.

"Hydrodynamic separator" is a general term for flow-through structures with a settling or separation unit that removes sediments and other pollutants. No outside power source is required, because the energy of the flowing water allows the sediments to efficiently separate. The water quality vault will utilize gravity settling followed by filtration and screening.

There are five units proposed on the *Project* site that will be located within the private drive aisles and will be privately maintained. Accumulation of litter and debris in these units can be very rapid and greatly reduce the capacity of the devices. Consequently, they will be installed at locations with easy access for maintenance crews and their equipment. Required maintenance equipment often includes vector trucks for removing accumulated sediment and stored runoff.

The final selection of the units to be installed will be made during the final design process, when site constraints and hydraulic conditions are better defined. This technology will be used in conjunction with other storm water BMPs as part of an overall storm water control strategy.

Maintenance of the units is crucial for proper performance. The manufacturer will provide maintenance information. Most manufacturers recommend either quarterly or annual maintenance; however, the actual maintenance schedule should be determined based on field performance. Given the limited field performance data for most of these devices, inspections will be scheduled after each storm event during the first wet season after installation of the units to develop the site specific maintenance schedule. Quarterly inspections are sufficient for the dry season.

A typical maintenance program entails the following components:

1) Clean sump seasonally (four times per year), OR clean sump when 85% full, OR if floatables exceed 2-foot thickness; and

2) Inspect each unit annually.

Five water quality vaults are recommended for the project site. The locations of the devices are situated such that they capture all the storm water runoff from each sub-area before discharging into the detention/ retention system and the storm drain facilities.

Maintenance of the detention/ retention system is crucial for proper performance. The manufacturer will provide maintenance information. Most manufacturers recommend either quarterly or annual maintenance; however, the actual maintenance schedule should be determined based on field performance. Given the limited field performance data for most of these devices, inspections will be scheduled after each storm event during the first wet season after installation of the CMP to develop the site specific maintenance schedule. Quarterly

inspections are sufficient for the dry season.

A typical maintenance program entails the following components:

1. Clean sump seasonally (four times per year), OR clean sump when 85% full, OR if floatables exceed 2-foot thickness;

2. Inspect each unit annually.

The table below summarizes the SUSMP calculations for each sub-area.

Sub-Area	Area (acres)	Peak Mitigated Flow (cfs)	Peak Mitigated Volume (cf)	Storage Volume Provided (cf)
1	2.76	0.44	6,162	6,164
2	2.11	0.45	4,912	4,920
3	2.91	0.50	6,734	6,927
4	2.87	0.45	6,407	6,418
5	4.68	0.85	10,830	10,886

SUSMP Calculations for P1

Volume and Flow Rate Calculations Based on 0.75-inches of Rainfall

TRAMMEL CROW RESIDENTIAL, CANYON RESIDENCES, ROWLAND HEIGHTS, CALIFORNIA

Project Characteristics:

Total area, A_{total} (acres)	2.760	acre
Type of development	Mixed Used	
Predominant soil type	2	
Percent of project which is impervious, Imp =	90%	
Percent of project which is pervious	10%	
Percent of project contributing undeveloped area	0%	
$A_I = A_{Total}$ x percent of project which is impervious	2.484	acre
$A_p = A_{Total}$ x percent of project which is pervious	0.276	acre
A_U = Contributing upstream undeveloped area (acres)	0.000	acre
Length of flow path (feet), L=	733	ft
Difference in elevation along flow path (feet), H=	13.92	ft
Slope along flow path, S=H/L	1.90%	

Determining the peak mitigated flow rate (Q_{PM})

1. Assume an initial T_C value between 5 and 30 minutes (minutes)
2. Using Table 1, look up the assumed T_C value and select the corresponding I_X
3. Determine the undeveloped runoff coefficient, C_U, using the curve for the soil type
4. Calculate the developed runoff coefficient, C_D=(0.9 x Imp) + [(1-Imp) x C_U]
5. Calculate C_D x I_X
6. Calculate the time of concentration: $T_C = 10^{-0.507} \times (C_D \times I_X)^{-0.519} \times \text{Length}^{0.483} \times \text{Slope}^{-0.135}$
7. Calculated the difference between the initially assumed T_C and the calculated T_C, if the difference is greater than 0.5 minutes, round the acceptable T_C to the nearest minute.

Table for iterations:

Iteration No	Initial T_C (min)	I_X (in/hr)	C_U	C_D	C_D I_X (in/hr)	Calculated T_C (min)	Difference (min)
1	5.0	0.447	0.58	0.868	0.388	21.0	16.0
2	30.0	0.193	0.10	0.820	0.158	33.5	3.5
3	33.0	0.193	0.10	0.820	0.158	33.5	0.5

8. Calculate the peak mitigation flow rate (cfs), $Q_{PM} = C_D \times I_x \times A_{total}$ — 0.44 cfs

Determining the volume V_M (ft^3)

V_M = (2,722.5 ft^3/acre) x [0.9 A_I + (A_P + A_U) x C_U] — **6,162** ft^3

SUSMP Calculations for P2

Volume and Flow Rate Calculations Based on 0.75-inches of Rainfall

TRAMMEL CROW RESIDENTIAL, CANYON RESIDENCES, ROWLAND HEIGHTS, CALIFORNIA

Project Characteristics:

Total area, A_{total} (acres)	2.110	acre
Type of development	Mixed Used	
Predominant soil type	2	
Percent of project which is impervious, Imp =	90%	
Percent of project which is pervious	10%	
Percent of project contributing undeveloped area	0%	
$A_I = A_{Total}$ x percent of project which is impervious	1.899	acre
$A_p = A_{Total}$ x percent of project which is pervious	0.211	acre
A_U = Contributing upstream undeveloped area (acres)	0.000	acre
Length of flow path (feet), L=	228	ft
Difference in elevation along flow path (feet), H=	2.66	ft
Slope along flow path, S=H/L	1.17%	

Determining the peak mitigated flow rate (Q_{PM})

1. Assume an initial T_C value between 5 and 30 minutes (minutes)
2. Using Table 1, look up the assumed T_C value and select the corresponding I_X
3. Determine the undeveloped runoff coefficient, C_U, using the curve for the soil type
4. Calculate the developed runoff coefficient, C_D=(0.9 x Imp) + [(1-Imp) x C_U]
5. Calculate C_D x I_X
6. Calculate the time of concentration: $T_C = 10^{-0.507} \times (C_D \times I_X)^{-0.519} \times \text{Length}^{0.483} \times \text{Slope}^{-0.135}$
7. Calculated the difference between the initially assumed T_C and the calculated T_C, if the difference is greater than 0.5 minutes, round the acceptable T_C to the nearest minute.

Table for iterations:

Iteration No	Initial T_C (min)	I_X (in/hr)	C_U	C_D	C_D I_X (in/hr)	Calculated T_C (min)	Difference (min)
1	5.0	0.447	0.58	0.868	0.388	12.8	7.8
2	15.0	0.267	0.48	0.858	0.229	16.8	1.8
3	17.0	0.252	0.45	0.855	0.215	17.3	0.3

8. Calculate the peak mitigation flow rate (cfs), $Q_{PM} = C_D \times I_x \times A_{total}$ — 0.45 cfs

Determining the volume V_M (ft^3)

V_M = (2,722.5 ft^3/acre) x [0.9 A_I + (A_P + A_U) x C_U] — **4,912** ft^3

SUSMP Calculations for P3

Volume and Flow Rate Calculations Based on 0.75-inches of Rainfall

TRAMMEL CROW RESIDENTIAL, CANYON RESIDENCES, ROWLAND HEIGHTS, CALIFORNIA

Project Characteristics:

Total area, A_{total} (acres)	2.910	acre
Type of development	Mixed Used	
Predominant soil type	2	
Percent of project which is impervious, Imp =	90%	
Percent of project which is pervious	10%	
Percent of project contributing undeveloped area	0%	
$A_I = A_{Total}$ x percent of project which is impervious	2.619	acre
$A_p = A_{Total}$ x percent of project which is pervious	0.291	acre
A_U = Contributing upstream undeveloped area (acres)	0.000	acre
Length of flow path (feet), L=	641	ft
Difference in elevation along flow path (feet), H=	22.61	ft
Slope along flow path, S=H/L	3.53%	

Determining the peak mitigated flow rate (Q_{PM})

1. Assume an initial T_C value between 5 and 30 minutes (minutes)
2. Using Table 1, look up the assumed T_C value and select the corresponding I_X
3. Determine the undeveloped runoff coefficient, C_U, using the curve for the soil type
4. Calculate the developed runoff coefficient, C_D=(0.9 x Imp) + [(1-Imp) x C_U]
5. Calculate C_D x I_X
6. Calculate the time of concentration: $T_C = 10^{-0.507} \times (C_D \times I_X)^{-0.519} \times \text{Length}^{0.483} \times \text{Slope}^{-0.135}$
7. Calculated the difference between the initially assumed T_C and the calculated T_C, if the difference is greater than 0.5 minutes, round the acceptable T_C to the nearest minute.

Table for iterations:

Iteration No	Initial T_C (min)	I_X (in/hr)	C_U	C_D	C_D I_X (in/hr)	Calculated T_C (min)	Difference (min)
1	5.0	0.447	0.58	0.868	0.388	18.1	13.1
2	25.0	0.210	0.43	0.853	0.179	27.1	2.1
3	27.0	0.203	0.40	0.850	0.173	27.6	0.6

8. Calculate the peak mitigation flow rate (cfs), $Q_{PM} = C_D \times I_x \times A_{total}$ — 0.50 cfs

Determining the volume V_M (ft^3)

V_M = (2,722.5 ft^3/acre) x [0.9 A_I + (A_P + A_U) x C_U] — **6,734** ft^3

SUSMP Calculations for P4

Volume and Flow Rate Calculations Based on 0.75-inches of Rainfall

TRAMMEL CROW RESIDENTIAL, CANYON RESIDENCES, ROWLAND HEIGHTS, CALIFORNIA

Project Characteristics:

Total area, A_{total} (acres)	2.870	acre
Type of development	Mixed Used	
Predominant soil type	2	
Percent of project which is impervious, Imp =	90%	
Percent of project which is pervious	10%	
Percent of project contributing undeveloped area	0%	
$A_I = A_{Total}$ x percent of project which is impervious	2.583	acre
$A_p = A_{Total}$ x percent of project which is pervious	0.287	acre
A_U = Contributing upstream undeveloped area (acres)	0.000	acre
Length of flow path (feet), L=	536	ft
Difference in elevation along flow path (feet), H=	3.91	ft
Slope along flow path, S=H/L	0.73%	

Determining the peak mitigated flow rate (Q_{PM})

1. Assume an initial T_C value between 5 and 30 minutes (minutes)
2. Using Table 1, look up the assumed T_C value and select the corresponding I_X
3. Determine the undeveloped runoff coefficient, C_U, using the curve for the soil type
4. Calculate the developed runoff coefficient, C_D=(0.9 x Imp) + [(1-Imp) x C_U]
5. Calculate C_D x I_X
6. Calculate the time of concentration: $T_C = 10^{-0.507} \times (C_D \times I_X)^{-0.519} \times \text{Length}^{0.483} \times \text{Slope}^{-0.135}$
7. Calculated the difference between the initially assumed T_C and the calculated T_C, if the difference is greater than 0.5 minutes, round the acceptable T_C to the nearest minute.

Table for iterations:

Iteration No	Initial T_C (min)	I_X (in/hr)	C_U	C_D	C_D I_X (in/hr)	Calculated T_C (min)	Difference (min)
1	5.0	0.447	0.58	0.868	0.388	20.6	15.6
2	20.0	0.233	0.48	0.858	0.200	29.0	9.0
3	32.0	0.193	0.10	0.820	0.158	32.7	0.7

8. Calculate the peak mitigation flow rate (cfs), $Q_{PM} = C_D \times I_x \times A_{total}$ — 0.45 cfs

Determining the volume V_M (ft^3)

V_M = (2,722.5 ft^3/acre) x [0.9 A_I + (A_P + A_U) x C_U] — **6,407** ft^3

SUSMP Calculations for P5

Volume and Flow Rate Calculations Based on 0.75-inches of Rainfall

TRAMMEL CROW RESIDENTIAL, CANYON RESIDENCES, ROWLAND HEIGHTS, CALIFORNIA

Project Characteristics:

Total area, A_{total} (acres)	4.680	acre
Type of development	Mixed Used	
Predominant soil type	2	
Percent of project which is impervious, Imp =	90%	
Percent of project which is pervious	10%	
Percent of project contributing undeveloped area	0%	
$A_I = A_{Total}$ x percent of project which is impervious	4.212	acre
$A_p = A_{Total}$ x percent of project which is pervious	0.468	acre
A_U = Contributing upstream undeveloped area (acres)	0.000	acre
Length of flow path (feet), L=	490	ft
Difference in elevation along flow path (feet), H=	14.51	ft
Slope along flow path, S=H/L	2.96%	

Determining the peak mitigated flow rate (Q_{PM})

1. Assume an initial T_C value between 5 and 30 minutes (minutes)
2. Using Table 1, look up the assumed T_C value and select the corresponding I_X
3. Determine the undeveloped runoff coefficient, C_U, using the curve for the soil type
4. Calculate the developed runoff coefficient, C_D=(0.9 x Imp) + [(1-Imp) x C_U]
5. Calculate C_D x I_X
6. Calculate the time of concentration: $T_C = 10^{-0.507} \times (C_D \times I_X)^{-0.519} \times \text{Length}^{0.483} \times \text{Slope}^{-0.135}$
7. Calculated the difference between the initially assumed T_C and the calculated T_C, if the difference is greater than 0.5 minutes, round the acceptable T_C to the nearest minute.

Table for iterations:

Iteration No	Initial T_C (min)	I_X (in/hr)	C_U	C_D	C_D I_X (in/hr)	Calculated T_C (min)	Difference (min)
1	5.0	0.447	0.58	0.868	0.388	16.3	11.3
2	16.0	0.259	0.48	0.858	0.222	21.8	5.8
3	24.0	0.214	0.40	0.850	0.182	24.1	0.1

8. Calculate the peak mitigation flow rate (cfs), $Q_{PM} = C_D \times I_x \times A_{total}$ — 0.85 cfs

Determining the volume V_M (ft^3)

V_M = (2,722.5 ft^3/acre) x [0.9 A_I + (A_P + A_U) x C_U] — **10,830** ft^3

Storm Drain Easements

In addition to the 15-foot wide easement over the 72-inch storm drain pipe that runs through the *Project* site, there are two access easements (20-foot and 25-foot wide) that provide ingress and egress for existing storm drain manholes along the 72-inch storm drain pipe. These two access easements are to be abandoned and replaced with comparable easements (i.e., 20- to 28-foot wide) that will run through the *Project* site. In most areas within the existing easement, there will be only landscaping cover or an asphalt concrete surface for parking or a driving aisle. However, in a few locations, a portion of the *Project* structure may be constructed over the existing storm drain easement. In such cases, the clearances indicated in Figure 9 will be provided.

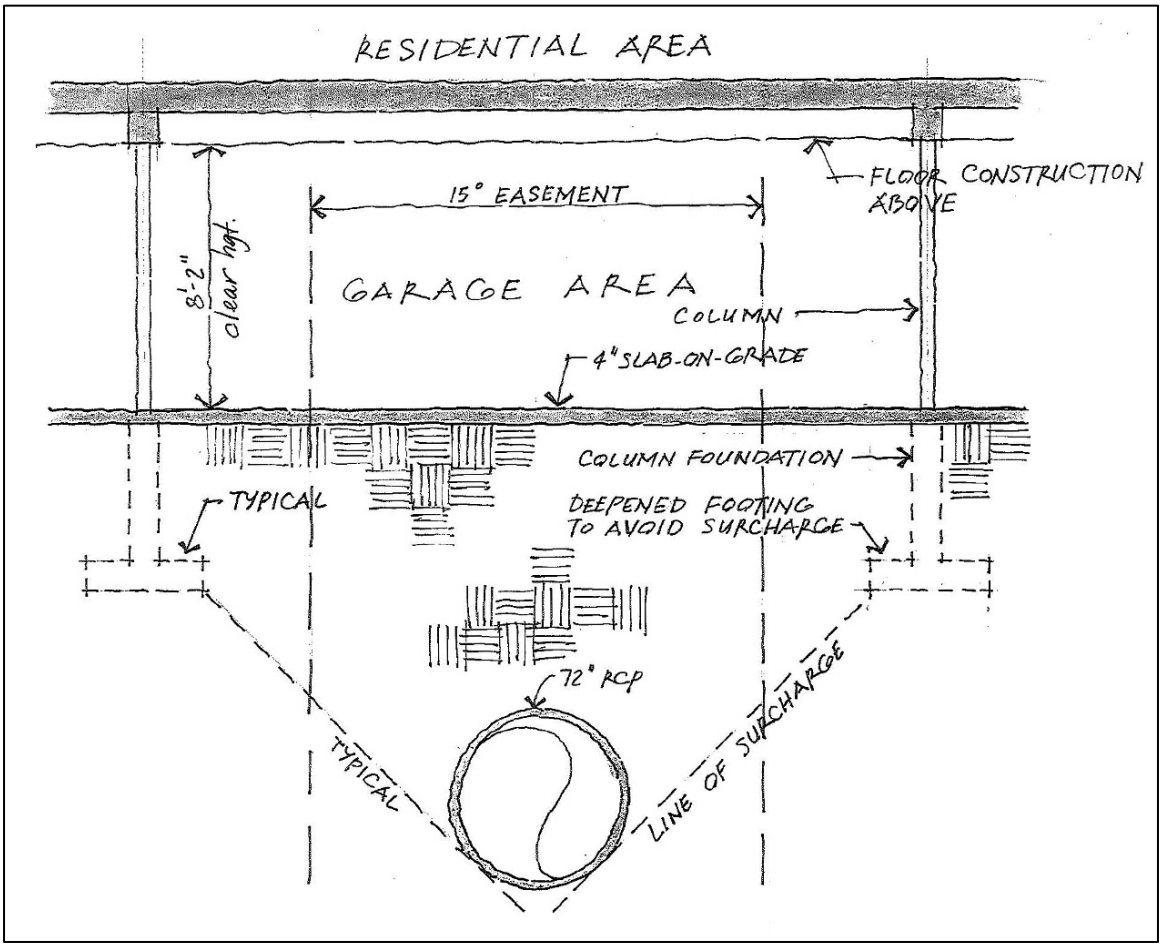


Figure 5 - Construction Over Storm Drain Easement

Findings & Conclusions

Based on this preliminary hydrology study, the following findings and conclusions are reached:

1) Since the *Project* site is fully developed, and consists of mostly buildings, paved parking lots, and other impervious surfaces, the amount of proposed runoff is not anticipated to be significantly greater than the existing runoff.

2) Calculations show that during a 50 year storm event, the existing conditions have a peak runoff of 45.39 cubic feet per second while proposed conditions only show a small increase of about 3.19 cubic feet per second, which results in a total runoff of 48.58 cubic feet per second.

3) The *Project* site will be designed to store and retain 3.19 cubic feet per second by installing underground storage tanks that are perforated and allow for infiltration. If infiltration cannot be achieved, the system will be designed for detention in accordance with County of Los Angeles standards and specifications. (see Appendix Section for manufacturer's brochure). This detained runoff may be used for on-site irrigation purposes by installing a pump and filtration system.

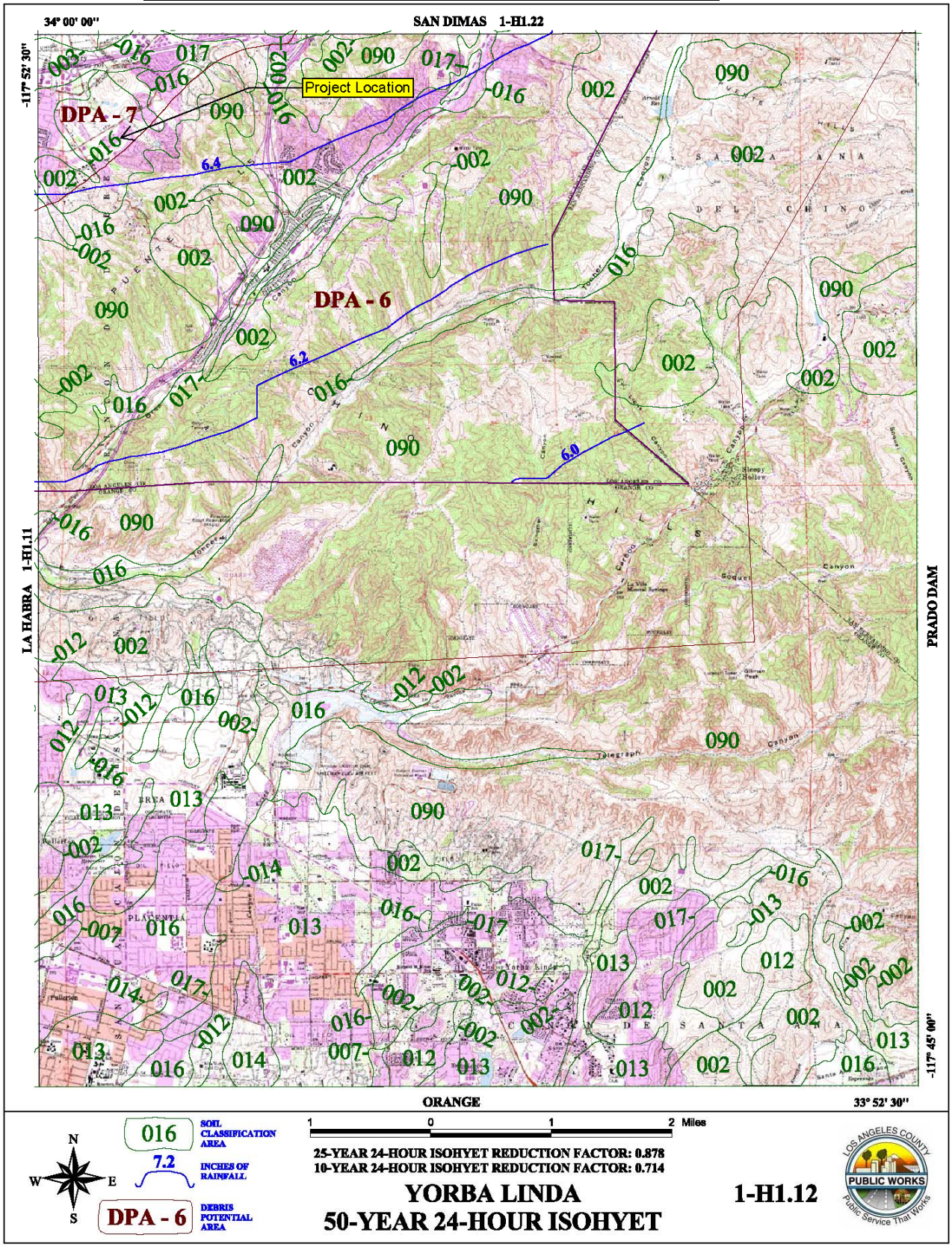
4) Based on site investigations, it is possible that some excavations could extend down to groundwater levels. Therefore, dewatering during construction is proposed as a mitigation measure on an "as-encountered" basis. Dewatering will be done through the use of pumping equipment and/or small channels at the base of the excavations leading to temporary sump pits.

5) The pumping and disposal of groundwater is regulated by the State. Prior to commencing excavation, **TCR** will procure a General NPDES Permit from the Regional Water Quality Control Board for the pumping and disposal of groundwater. Groundwater will not be pumped directly to the storm drain system.

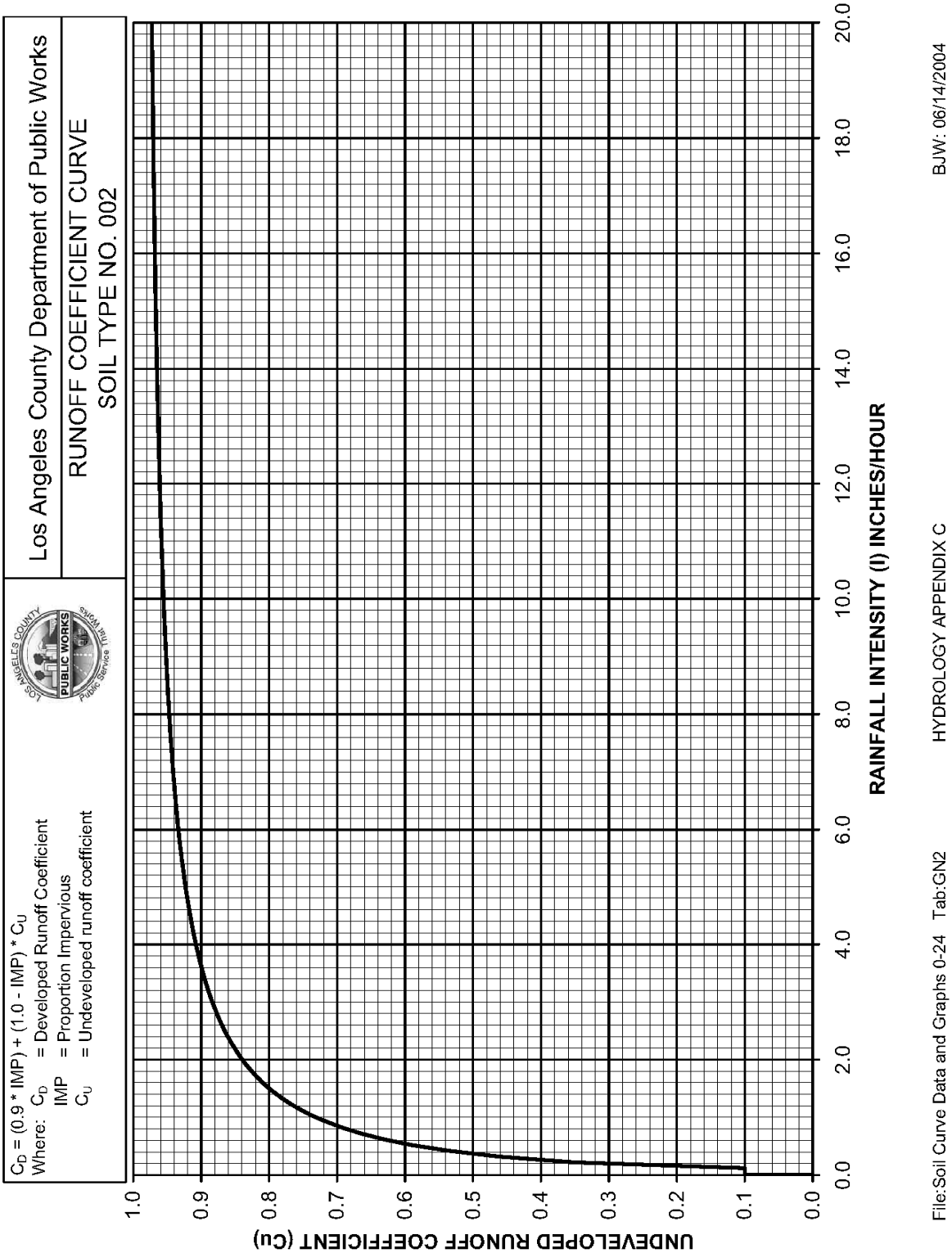
6) If it is determined that any significant amount of runoff crosses over from the golf course onto the *Project* site, **TCR** will work with the golf course owners to provide corrective measures, including, but not limited to, a drainage structure to convey this runoff through the Project site and into the County storm drain system."

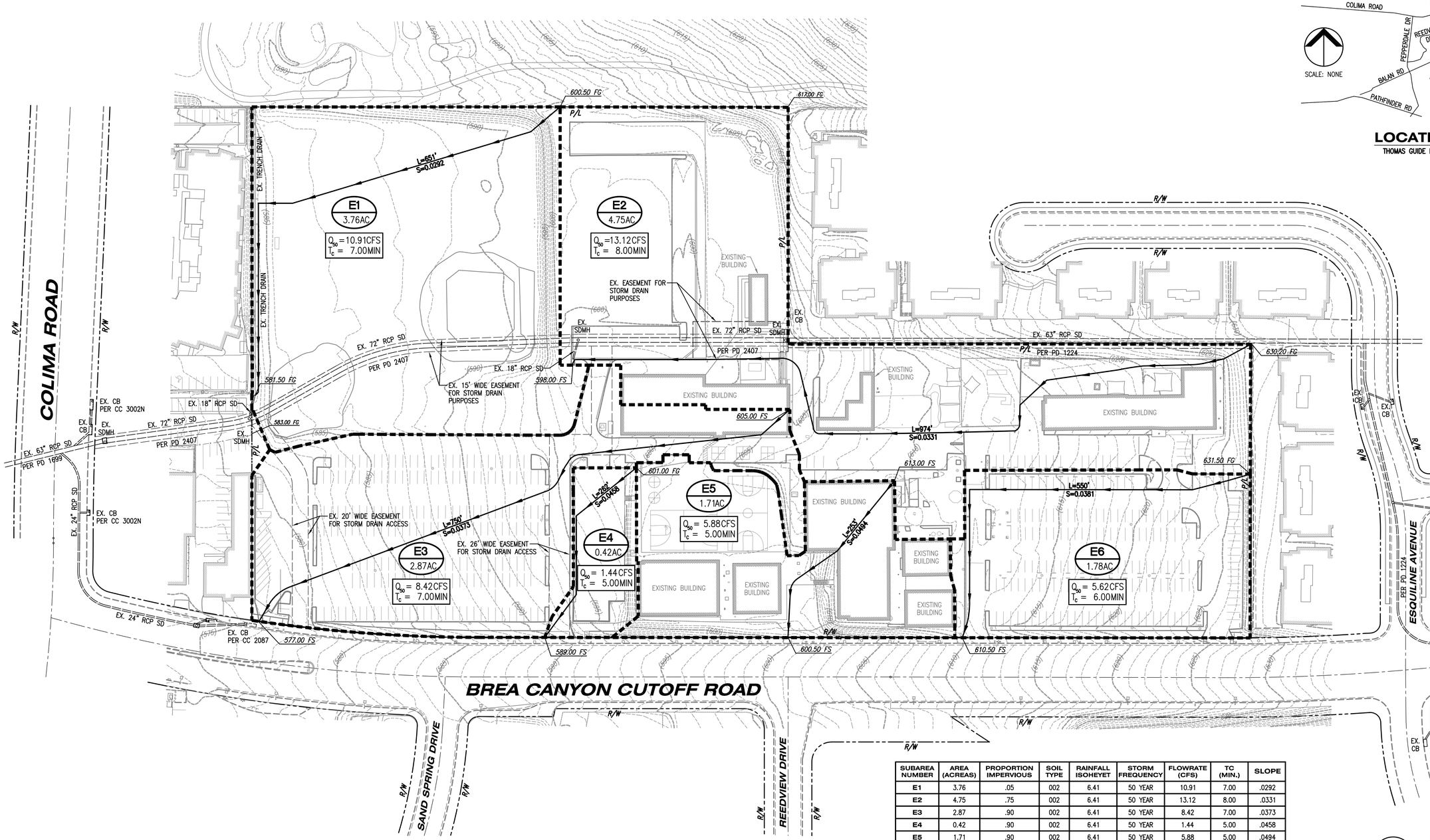
Appendix Section

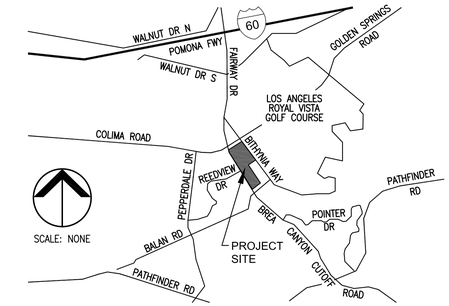
2006 Los Angeles 50-year 24-hour Isohyet, 1-H1.12



Runoff Coefficient Curve – Soil Type No. 002







LOCATION MAP

THOMAS GUIDE PAGE 679, GRID E5

LEGEND

	FLOW PATH
	AREA BOUNDARY
E / 15.33 AC	AREA NUMBER / AREA (ACRES)
Q_{50} = 36.0 CFS / T_c = 16.5 MIN	RUNOFF / TIME OF CONCENTRATION
L=560'	FLOW PATH LENGTH
S=X.XXXX	FLOW PATH SLOPE

SUBAREA NUMBER	AREA (ACREAS)	PROPORTION IMPERVIOUS	SOIL TYPE	RAINFALL ISOHEYET	STORM FREQUENCY	FLOWRATE (CFS)	TC (MIN.)	SLOPE
E1	3.76	.05	002	6.41	50 YEAR	10.91	7.00	.0292
E2	4.75	.75	002	6.41	50 YEAR	13.12	8.00	.0331
E3	2.87	.90	002	6.41	50 YEAR	8.42	7.00	.0373
E4	0.42	.90	002	6.41	50 YEAR	1.44	5.00	.0458
E5	1.71	.90	002	6.41	50 YEAR	5.88	5.00	.0494
E6	1.78	.90	002	6.41	50 YEAR	5.62	6.00	.0381
					TOTAL Q=	45.39 CFS		

REGISTERED PROFESSIONAL ENGINEER
JAMES H. KAWAMOTO
No. 60560
Expiration: 06/30/10
CIVIL
STATE OF CALIFORNIA

0 30 60 120 180

SCALE: 1"=60' (12/02/09)

CANYON RESIDENCES

TRAMMELL CROW RESIDENTIAL

EXISTING HYDROLOGY MAP

ROWLAND HEIGHTS, CALIFORNIA

KHR ASSOCIATES
CONSULTING ENGINEERS/SURVEYORS/PLANNERS
4100 Newport Place Drive - Suite 200
Newport Beach, California 92660
Tel (949) 756-6440
Fax (949) 756-6444

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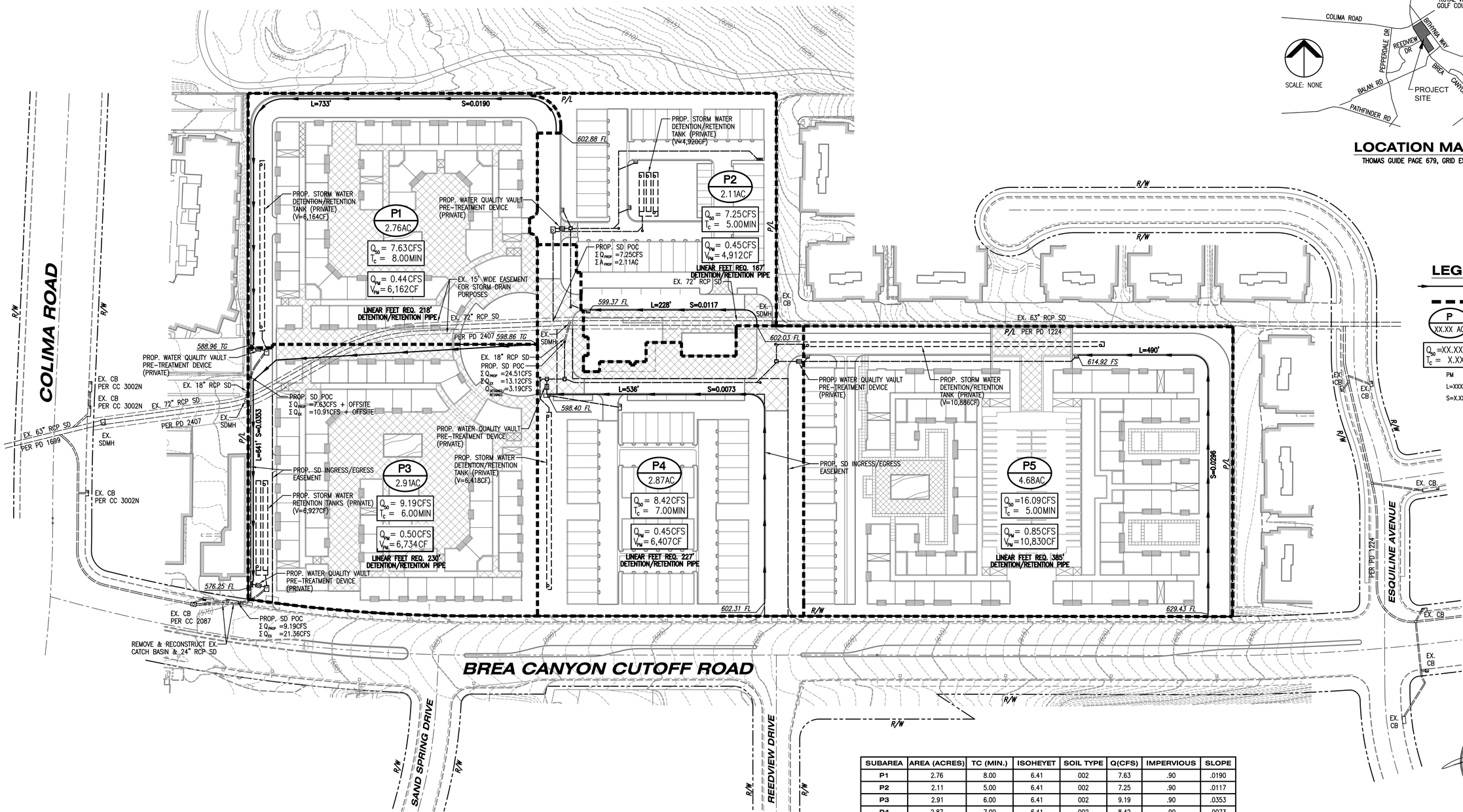
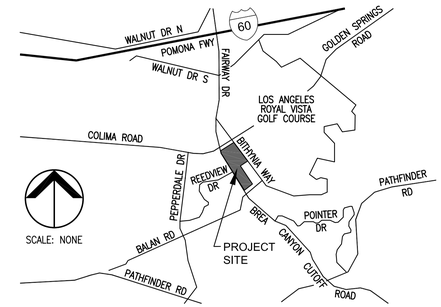
GENERAL NOTE:

IF IT IS DETERMINED THAT ANY SIGNIFICANT AMOUNT OF RUNOFF CROSSES OVER FROM THE GOLF COURSE ONTO THE PROJECT SITE, TCR WILL WORK WITH THE GOLF COURSE OWNERS TO PROVIDE CORRECTIVE MEASURES, INCLUDING, BUT NOT LIMITED TO, A DRAINAGE STRUCTURE TO CONVEY THIS RUNOFF THROUGH THE PROJECT SITE AND INTO THE COUNTY STORM DRAIN SYSTEM.





LOCATION MAP

THOMAS GUIDE PAGE 679, GRID E5

LEGEND

- FLOW PATH
- AREA BOUNDARY
- P — AREA NUMBER
- XX.XX AC — AREA (ACRES)
- Q_{50} =XX.XXCFS — RUNOFF
- T_c = X.XXMIN — TIME OF CONCENTRATION
- PM — PEAK MITIGATED
- L=XXX' — FLOW PATH LENGTH
- S=X.XXXX — FLOW PATH SLOPE

SUBAREA	AREA (ACRES)	TC (MIN.)	ISOHEYET	SOIL TYPE	Q(CFS)	IMPERVIOUS	SLOPE
P1	2.76	8.00	6.41	002	7.63	.90	.0190
P2	2.11	5.00	6.41	002	7.25	.90	.0117
P3	2.91	6.00	6.41	002	9.19	.90	.0353
P4	2.87	7.00	6.41	002	8.42	.90	.0073
P5	4.68	5.00	6.41	002	16.09	.90	.0296

TOTAL Q= 48.58 CFS
TOTAL Q DETAINED/ RETAINED= 3.19 CFS

REGISTERED PROFESSIONAL ENGINEER JAMES H. KAWAMURA No. 50560 Expiration: 03/31/10 CIVIL STATE OF CALIFORNIA

0 30 60 120 180

SCALE: 1"=60' (12/02/09)

CANYON RESIDENCES

TRAMMELL CROW RESIDENTIAL

PROPOSED HYDROLOGY MAP

ROWLAND HEIGHTS, CALIFORNIA

KHR ASSOCIATES
CONSULTING ENGINEERS/SURVEYORS/PLANNERS
4100 Newport Place Drive - Suite 200
Newport Beach, California 92660
Tel (949) 756-6440
Fax (949) 756-6444

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APPENDIX 5.3

Noise Measurements

The Canyon Residences - Future (Ambient Growth + Project + Related Projects) ROADWAY NAME Segment	Noise-Sensitive Land Use	Total No. of Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha (1) Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	dB(A) CNEL
ROADWAY											
Brea Canyon Cut-Off Road between Colima and Reedview	Residential	4	0	21,647	35	50	0	0	1.8%	0.7%	68.4
Brea Canyon Cut-Off Road S/O Pathfinder	Residential	4	0	19,624	35	50	0	0	1.8%	0.7%	68.0
Brea Canyon Cut-Off Road between Pathfinder and Reedview	Residential	2	0	16,882	35	50	0	0	1.8%	0.7%	67.0
Fairway between Colima and SR-60 Ramps	Residential	4	0	22,979	35	50	0	0	1.8%	0.7%	68.7
Fairway N/O SR-60 Ramps	Residential	4	0	30,922	35	50	0	0	1.8%	0.7%	69.9
Colima between Nogales and Fairway	Residential	6	0	26,218	35	50	0	0	1.8%	0.7%	69.9

Notes:

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site, such as aspalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such, as heavily vegetated ground cover.

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night	Total
Total ADT Volumes	77.70%	12.70%	9.60%	100.00%
Medium-Duty Trucks	87.43%	5.05%	7.52%	100.00%
Heavy-Duty Trucks	89.10%	2.84%	8.06%	100.00%

The Canyon Residences - Future (Ambient Growth + Project) ROADWAY NAME Segment	Noise-Sensitive Land Use	Total No. of Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha (1) Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	 Heavy Trucks	dB(A) CNEL
ROADWAY											
Brea Canyon Cut-Off Road between Colima and Reedview	Residential	4	0	21,647	35	50	0	0	1.8%	0.7%	68.4
Brea Canyon Cut-Off Road S/O Pathfinder	Residential	4	0	19,624	35	50	0	0	1.8%	0.7%	68.0
Brea Canyon Cut-Off Road between Pathfinder and Reedview	Residential	2	0	16,882	35	50	0	0	1.8%	0.7%	67.0
Fairway between Colima and SR-60 Ramps	Residential	4	0	22,979	35	50	0	0	1.8%	0.7%	68.7
Fairway N/O SR-60 Ramps	Residential	4	0	30,002	35	50	0	0	1.8%	0.7%	69.8
Colima between Nogales and Fairway	Residential	6	0	25,200	35	50	0	0	1.8%	0.7%	69.7

Notes:

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site, such as aspalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such, as heavily vegetated ground cover.

Assumed 24-Hour Traffic Distribution:	**Day**	**Evening**	**Night**	**Total**
Total ADT Volumes	77.70%	12.70%	9.60%	100.00%
Medium-Duty Trucks	87.43%	5.05%	7.52%	100.00%
Heavy-Duty Trucks	89.10%	2.84%	8.06%	100.00%

The Canyon Residences - Future (Ambient Growth) ROADWAY NAME Segment	Noise-Sensitive Land Use	Total No. of Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha (1) Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	dB(A) CNEL
ROADWAY											
Brea Canyon Cut-Off Road between Colima and Reedview	Residential	4	0	19,922	35	50	0	0	1.8%	0.7%	68.0
Brea Canyon Cut-Off Road S/O Pathfinder	Residential	4	0	18,760	35	50	0	0	1.8%	0.7%	67.8
Brea Canyon Cut-Off Road between Pathfinder and Reedview	Residential	2	0	15,907	35	50	0	0	1.8%	0.7%	66.8
Fairway between Colima and SR-60 Ramps	Residential	4	0	21,176	35	50	0	0	1.8%	0.7%	68.3
Fairway N/O SR-60 Ramps	Residential	4	0	29,242	35	50	0	0	1.8%	0.7%	69.7
Colima between Nogales and Fairway	Residential	6	0	24,475	35	50	0	0	1.8%	0.7%	69.6

Notes:

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site, such as aspalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such, as heavily vegetated ground cover.

Assumed 24-Hour Traffic Distribution:	**Day**	**Evening**	**Night**	**Total**
Total ADT Volumes	77.70%	12.70%	9.60%	100.00%
Medium-Duty Trucks	87.43%	5.05%	7.52%	100.00%
Heavy-Duty Trucks	89.10%	2.84%	8.06%	100.00%

The Canyon Residences - Existing ROADWAY NAME Segment	Noise-Sensitive Land Use	Total No. of Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha (1) Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	Heavy Trucks	dB(A) CNEL
ROADWAY											
Brea Canyon Cut-Off Road between Colima and Reedview	Residential	4	0	19,298	35	50	0	0	1.8%	0.7%	67.9
Brea Canyon Cut-Off Road S/O Pathfinder	Residential	4	0	17,592	35	50	0	0	1.8%	0.7%	67.5
Brea Canyon Cut-Off Road between Pathfinder and Reedview	Residential	2	0	15,447	35	50	0	0	1.8%	0.7%	66.7
Fairway between Colima and SR-60 Ramps	Residential	4	0	20,534	35	50	0	0	1.8%	0.7%	68.2
Fairway N/O SR-60 Ramps	Residential	4	0	28,358	35	50	0	0	1.8%	0.7%	69.6
Colima between Nogales and Fairway	Residential	6	0	23,731	35	50	0	0	1.8%	0.7%	69.5

Notes:

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site, such as aspalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such, as heavily vegetated ground cover.

Assumed 24-Hour Traffic Distribution:	**Day**	**Evening**	**Night**	**Total**
Total ADT Volumes	77.70%	12.70%	9.60%	100.00%
Medium-Duty Trucks	87.43%	5.05%	7.52%	100.00%
Heavy-Duty Trucks	89.10%	2.84%	8.06%	100.00%

APPENDIX 5.4

Air Quality Calculations

Existing Emissions

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Urbemis Canyon Residences - Existing.urb924
Project Name: The Canyon Residences - Existing Site
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	0.36	0.35	1.94	0.00	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	8.47	5.69	51.93	0.04	6.85	1.34

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	8.83	6.04	53.87	0.04	6.85	1.34

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5
Natural Gas	0.02	0.33	0.28	0.00	0.00	0.00
Hearth - No Summer Emissions						
Landscape	0.14	0.02	1.66	0.00	0.00	0.00
Consumer Products	0.00					
Architectural Coatings	0.20					
TOTALS (lbs/day, unmitigated)	0.36	0.35	1.94	0.00	0.00	0.00

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25
Elementary school	8.47	5.69	51.93	0.04	6.85	1.34
TOTALS (lbs/day, unmitigated)	8.47	5.69	51.93	0.04	6.85	1.34

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2008 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Elementary school		1.29	students	480.00	619.20	3,959.36
					619.20	3,959.36

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.6	1.7	97.9	0.4
Light Truck < 3750 lbs	7.4	4.1	91.8	4.1
Light Truck 3751-5750 lbs	22.9	0.9	99.1	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	78.6	21.4	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	11.1	77.8	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0

7/23/2009 07:54:34 PM

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Urbemis Canyon Residences - Existing.urb924
Project Name: The Canyon Residences - Existing Site
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	0.22	0.33	0.28	0.00	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	7.10	6.86	51.25	0.04	6.85	1.34

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	7.32	7.19	51.53	0.04	6.85	1.34

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5
Natural Gas	0.02	0.33	0.28	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions						
Consumer Products	0.00					
Architectural Coatings	0.20					
TOTALS (lbs/day, unmitigated)	0.22	0.33	0.28	0.00	0.00	0.00

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25
Elementary school	7.10	6.86	51.25	0.04	6.85	1.34
TOTALS (lbs/day, unmitigated)	7.10	6.86	51.25	0.04	6.85	1.34

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2008 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Elementary school		1.29	students	480.00	619.20	3,959.36
					619.20	3,959.36

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.6	1.7	97.9	0.4
Light Truck < 3750 lbs	7.4	4.1	91.8	4.1
Light Truck 3751-5750 lbs	22.9	0.9	99.1	0.0
Med Truck 5751-8500 lbs	10.6	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	78.6	21.4	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	11.1	77.8	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
Elementary school				20.0	10.0	70.0

Construction Emissions

5/21/2009 05:48:11 PM

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Urbemis Canyon Residences - Construction.urb924
Project Name: The Canyon Residences - Construction

Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5	PM2.5
2009 TOTALS (lbs/day unmitigated)	8.30	61.03	37.13	0.01	3.82	3.43	7.25	0.80	3.15	3.95
2009 TOTALS (lbs/day mitigated)	8.30	61.03	37.13	0.01	3.82	3.43	7.25	0.80	3.15	3.95
2010 TOTALS (lbs/day unmitigated)	12.29	108.60	86.30	0.11	61.55	5.11	66.67	12.87	4.70	17.58
2010 TOTALS (lbs/day mitigated)	12.29	108.60	86.30	0.11	11.04	5.11	16.15	2.32	4.70	7.03
2011 TOTALS (lbs/day unmitigated)	21.56	77.99	99.69	0.11	0.47	4.54	5.00	0.17	4.16	4.32
2011 TOTALS (lbs/day mitigated)	21.56	77.99	99.69	0.11	0.47	4.54	5.00	0.17	4.16	4.32
2012 TOTALS (lbs/day unmitigated)	23.61	55.37	86.99	0.11	0.47	3.47	3.94	0.17	3.17	3.34
2012 TOTALS (lbs/day mitigated)	23.61	55.37	86.99	0.11	0.47	3.47	3.94	0.17	3.17	3.34

Construction Unmitigated Detail Report:
CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 12/1/2009-12/31/2009 Active Days: 23	8.30	61.03	37.13	0.01	3.82	3.43	7.25	0.80	3.15	3.95
Demolition 12/01/2009-02/20/2010	8.30	61.03	37.13	0.01	3.82	3.43	7.25	0.80	3.15	3.95
Fugitive Dust	0.00	0.00	0.00	0.00	3.78	0.00	3.78	0.79	0.00	0.79
Demo Off Road Diesel	7.85	56.50	31.26	0.00	0.00	3.24	3.24	0.00	2.98	2.98
Demo On Road Diesel	0.32	4.27	1.64	0.00	0.02	0.18	0.20	0.01	0.16	0.17
Demo Worker Trips	0.14	0.25	4.23	0.00	0.02	0.01	0.03	0.01	0.01	0.02

5/21/2009 05:48:11 PM

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Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Urbemis Canyon Residences - Construction.urb924

Project Name: The Canyon Residences - Construction

Time Slice 1/1/2010-2/19/2010 Active Days: 36	7.80	57.49	36.38	0.01	3.82	3.25	7.07	0.80	2.99	3.79
Demolition 12/01/2009-02/20/2010	7.80	57.49	36.38	0.01	3.82	3.25	7.07	0.80	2.99	3.79
Fugitive Dust	0.00	0.00	0.00	0.00	3.78	0.00	3.78	0.79	0.00	0.79
Demo Off Road Diesel	7.38	53.36	30.95	0.00	0.00	3.08	3.08	0.00	2.83	2.83
Demo On Road Diesel	0.30	3.89	1.49	0.00	0.02	0.16	0.18	0.01	0.15	0.15
Demo Worker Trips	0.12	0.23	3.93	0.00	0.02	0.01	0.03	0.01	0.01	0.02
Time Slice 2/22/2010-5/14/2010 Active Days: 60	12.29	**108.60**	56.83	0.04	**61.55**	**5.11**	**66.67**	**12.87**	**4.70**	**17.58**
Mass Grading 02/21/2010-05/15/2010	12.29	108.60	56.83	0.04	61.55	5.11	66.67	12.87	4.70	17.58
Mass Grading Dust	0.00	0.00	0.00	0.00	61.41	0.00	61.41	12.82	0.00	12.82
Mass Grading Off Road Diesel	10.02	80.32	42.64	0.00	0.00	3.95	3.95	0.00	3.64	3.64
Mass Grading On Road Diesel	2.15	28.08	10.78	0.04	0.13	1.15	1.28	0.04	1.06	1.10
Mass Grading Worker Trips	0.11	0.20	3.41	0.00	0.02	0.01	0.03	0.01	0.01	0.02
Time Slice 5/17/2010-12/31/2010 Active Days: 165	7.26	47.33	86.30	0.11	0.46	2.53	2.98	0.16	2.31	2.47
Building 05/16/2010-10/31/2012	7.26	47.33	86.30	0.11	0.46	2.53	2.98	0.16	2.31	2.47
Building Off Road Diesel	3.71	24.15	12.58	0.00	0.00	1.51	1.51	0.00	1.39	1.39
Building Vendor Trips	1.71	19.74	15.23	0.03	0.13	0.82	0.95	0.04	0.75	0.80
Building Worker Trips	1.84	3.45	58.49	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 1/3/2011-1/31/2011 Active Days: 21	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building 05/16/2010-10/31/2012	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	3.44	22.89	12.10	0.00	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	1.57	17.79	14.12	0.03	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	1.68	3.15	54.44	0.07	0.33	0.19	0.52	0.12	0.16	0.28

5/21/2009 05:48:11 PM

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Urbemis Canyon Residences - Construction.urb924

Project Name: The Canyon Residences - Construction

Time Slice 2/1/2011-3/31/2011 Active Days: 43	11.51	77.99	**99.69**	0.11	0.47	4.54	5.00	0.17	4.16	4.32
Asphalt 02/01/2011-03/31/2011	4.82	34.15	19.03	0.00	0.01	2.16	2.17	0.00	1.98	1.99
Paving Off-Gas	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	4.59	33.53	17.12	0.00	0.00	2.13	2.13	0.00	1.96	1.96
Paving On Road Diesel	0.04	0.53	0.20	0.00	0.00	0.02	0.02	0.00	0.02	0.02
Paving Worker Trips	0.05	0.10	1.71	0.00	0.01	0.01	0.02	0.00	0.00	0.01
Building 05/16/2010-10/31/2012	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	3.44	22.89	12.10	0.00	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	1.57	17.79	14.12	0.03	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	1.68	3.15	54.44	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 4/1/2011-6/30/2011 Active Days: 65	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building 05/16/2010-10/31/2012	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	3.44	22.89	12.10	0.00	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	1.57	17.79	14.12	0.03	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	1.68	3.15	54.44	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 7/1/2011-12/30/2011 Active Days: 131	21.56	43.87	81.33	0.11	0.46	2.38	2.84	0.16	2.17	2.34
Building 05/16/2010-10/31/2012	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	3.44	22.89	12.10	0.00	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	1.57	17.79	14.12	0.03	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	1.68	3.15	54.44	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	14.87	0.04	0.67	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	14.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.67	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 1/2/2012-6/29/2012 Active Days: 130	21.05	40.48	76.01	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	6.18	40.45	75.39	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	3.21	21.68	11.70	0.00	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	1.44	15.87	13.05	0.03	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	1.53	2.89	50.64	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	14.86	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	14.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00

5/21/2009 05:48:11 PM

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Urbemis Canyon Residences - Construction.urb924

Project Name: The Canyon Residences - Construction

Time Slice 7/2/2012-8/31/2012 Active Days: 45	**23.61**	55.37	86.99	**0.11**	0.47	3.47	3.94	0.17	3.17	3.34
Asphalt 07/01/2012-08/31/2012	2.56	14.89	10.98	0.00	0.01	1.26	1.28	0.01	1.16	1.17
Paving Off-Gas	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.34	14.35	8.99	0.00	0.00	1.24	1.24	0.00	1.14	1.14
Paving On Road Diesel	0.04	0.44	0.17	0.00	0.00	0.02	0.02	0.00	0.02	0.02
Paving Worker Trips	0.05	0.10	1.82	0.00	0.01	0.01	0.02	0.00	0.01	0.01
Building 05/16/2010-10/31/2012	6.18	40.45	75.39	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	3.21	21.68	11.70	0.00	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	1.44	15.87	13.05	0.03	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	1.53	2.89	50.64	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	14.86	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	14.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 9/3/2012-9/28/2012 Active Days: 20	21.05	40.48	76.01	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	6.18	40.45	75.39	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	3.21	21.68	11.70	0.00	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	1.44	15.87	13.05	0.03	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	1.53	2.89	50.64	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	14.86	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	14.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 10/1/2012-10/31/2012 Active Days: 23	6.18	40.45	75.39	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	6.18	40.45	75.39	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	3.21	21.68	11.70	0.00	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	1.44	15.87	13.05	0.03	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	1.53	2.89	50.64	0.07	0.33	0.19	0.52	0.12	0.16	0.28

5/21/2009 05:48:11 PM

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Urbemis Canyon Residences - Construction.urb924
Project Name: The Canyon Residences - Construction

Phase Assumptions

Phase: Demolition 12/1/2009 - 2/20/2010 - Demolition
Building Volume Total (cubic feet): 540015.8
Building Volume Daily (cubic feet): 8998.91
On Road Truck Travel (VMT): 124.98
Off-Road Equipment:
3 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day
1 Crushing/Processing Equip (142 hp) operating at a 0.78 load factor for 8 hours per day
2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
2 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day
2 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day
2 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day
1 Signal Boards (15 hp) operating at a 0.78 load factor for 8 hours per day
2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Mass Grading 2/21/2010 - 5/15/2010 - Mass Site Grading/Excavation
Total Acres Disturbed: 15.3
Maximum Daily Acreage Disturbed: 3.82
Fugitive Dust Level of Detail: High
  Onsite Haulage: 273.5 ton-miles/day; Offsite haulage: 0 ton-mils/day
On Road Truck Travel (VMT): 901.64
Off-Road Equipment:
2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
2 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day
2 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day
2 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day
1 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day
1 Signal Boards (15 hp) operating at a 0.78 load factor for 8 hours per day
2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day
1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

5/21/2009 05:48:11 PM

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Urbemis Canyon Residences - Construction.urb924
Project Name: The Canyon Residences - Construction

Phase: Paving 2/1/2011 - 3/31/2011 - Paving
Acres to be Paved: 2.25
Off-Road Equipment:
1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day
2 Paving Equipment (104 hp) operating at a 0.53 load factor for 6 hours per day
2 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day
1 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day
1 Signal Boards (15 hp) operating at a 0.78 load factor for 8 hours per day

Phase: Paving 7/1/2012 - 8/31/2012 - Paving
Acres to be Paved: 2.25
Off-Road Equipment:
4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day
1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day
1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day
1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day
1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 5/16/2010 - 10/31/2012 - Building Construction
Off-Road Equipment:
2 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day
1 Signal Boards (15 hp) operating at a 0.78 load factor for 8 hours per day
2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day
2 Trenchers (63 hp) operating at a 0.75 load factor for 8 hours per day

Phase: Architectural Coating 7/1/2011 - 9/30/2012 - Architectural Coating
Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100
Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50
Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250
Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100
Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

5/21/2009 05:48:11 PM

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Urbemis Canyon Residences - Construction.urb924

Project Name: The Canyon Residences - Construction

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 12/1/2009-12/31/2009 Active Days: 23	8.30	61.03	37.13	0.01	3.82	3.43	7.25	0.80	3.15	3.95
Demolition 12/01/2009-02/20/2010	8.30	61.03	37.13	0.01	3.82	3.43	7.25	0.80	3.15	3.95
Fugitive Dust	0.00	0.00	0.00	0.00	3.78	0.00	3.78	0.79	0.00	0.79
Demo Off Road Diesel	7.85	56.50	31.26	0.00	0.00	3.24	3.24	0.00	2.98	2.98
Demo On Road Diesel	0.32	4.27	1.64	0.00	0.02	0.18	0.20	0.01	0.16	0.17
Demo Worker Trips	0.14	0.25	4.23	0.00	0.02	0.01	0.03	0.01	0.01	0.02
Time Slice 1/1/2010-2/19/2010 Active Days: 36	7.80	57.49	36.38	0.01	3.82	3.25	7.07	0.80	2.99	3.79
Demolition 12/01/2009-02/20/2010	7.80	57.49	36.38	0.01	3.82	3.25	7.07	0.80	2.99	3.79
Fugitive Dust	0.00	0.00	0.00	0.00	3.78	0.00	3.78	0.79	0.00	0.79
Demo Off Road Diesel	7.38	53.36	30.95	0.00	0.00	3.08	3.08	0.00	2.83	2.83
Demo On Road Diesel	0.30	3.89	1.49	0.00	0.02	0.16	0.18	0.01	0.15	0.15
Demo Worker Trips	0.12	0.23	3.93	0.00	0.02	0.01	0.03	0.01	0.01	0.02
Time Slice 2/22/2010-5/14/2010 Active Days: 60	12.29	**108.60**	56.83	0.04	11.04	**5.11**	16.15	2.32	**4.70**	7.03
Mass Grading 02/21/2010-05/15/2010	12.29	108.60	56.83	0.04	11.04	5.11	16.15	2.32	4.70	7.03
Mass Grading Dust	0.00	0.00	0.00	0.00	10.89	0.00	10.89	2.28	0.00	2.28
Mass Grading Off Road Diesel	10.02	80.32	42.64	0.00	0.00	3.95	3.95	0.00	3.64	3.64
Mass Grading On Road Diesel	2.15	28.08	10.78	0.04	0.13	1.15	1.28	0.04	1.06	1.10
Mass Grading Worker Trips	0.11	0.20	3.41	0.00	0.02	0.01	0.03	0.01	0.01	0.02
Time Slice 5/17/2010-12/31/2010 Active Days: 165	7.26	47.33	86.30	0.11	0.46	2.53	2.98	0.16	2.31	2.47
Building 05/16/2010-10/31/2012	7.26	47.33	86.30	0.11	0.46	2.53	2.98	0.16	2.31	2.47
Building Off Road Diesel	3.71	24.15	12.58	0.00	0.00	1.51	1.51	0.00	1.39	1.39
Building Vendor Trips	1.71	19.74	15.23	0.03	0.13	0.82	0.95	0.04	0.75	0.80
Building Worker Trips	1.84	3.45	58.49	0.07	0.33	0.19	0.52	0.12	0.16	0.28

5/21/2009 05:48:11 PM

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Urbemis Canyon Residences - Construction.urb924

Project Name: The Canyon Residences - Construction

Time Slice 1/3/2011-1/31/2011 Active Days: 21	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building 05/16/2010-10/31/2012	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	3.44	22.89	12.10	0.00	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	1.57	17.79	14.12	0.03	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	1.68	3.15	54.44	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 2/1/2011-3/31/2011 Active Days: 43	11.51	77.99	**99.69**	0.11	0.47	4.54	5.00	0.17	4.16	4.32
Asphalt 02/01/2011-03/31/2011	4.82	34.15	19.03	0.00	0.01	2.16	2.17	0.00	1.98	1.99
Paving Off-Gas	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	4.59	33.53	17.12	0.00	0.00	2.13	2.13	0.00	1.96	1.96
Paving On Road Diesel	0.04	0.53	0.20	0.00	0.00	0.02	0.02	0.00	0.02	0.02
Paving Worker Trips	0.05	0.10	1.71	0.00	0.01	0.01	0.02	0.00	0.00	0.01
Building 05/16/2010-10/31/2012	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	3.44	22.89	12.10	0.00	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	1.57	17.79	14.12	0.03	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	1.68	3.15	54.44	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 4/1/2011-6/30/2011 Active Days: 65	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building 05/16/2010-10/31/2012	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	3.44	22.89	12.10	0.00	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	1.57	17.79	14.12	0.03	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	1.68	3.15	54.44	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 7/1/2011-12/30/2011 Active Days: 131	21.56	43.87	81.33	0.11	0.46	2.38	2.84	0.16	2.17	2.34
Building 05/16/2010-10/31/2012	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	3.44	22.89	12.10	0.00	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	1.57	17.79	14.12	0.03	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	1.68	3.15	54.44	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	14.87	0.04	0.67	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	14.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.67	0.00	0.00	0.00	0.01	0.00	0.00	0.00

5/21/2009 05:48:11 PM

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Urbemis Canyon Residences - Construction.urb924

Project Name: The Canyon Residences - Construction

Time Slice 1/2/2012-6/29/2012 Active Days: 130	21.05	40.48	76.01	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	6.18	40.45	75.39	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	3.21	21.68	11.70	0.00	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	1.44	15.87	13.05	0.03	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	1.53	2.89	50.64	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	14.86	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	14.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 7/2/2012-8/31/2012 Active Days: 45	**23.61**	55.37	86.99	**0.11**	0.47	3.47	3.94	0.17	3.17	3.34
Asphalt 07/01/2012-08/31/2012	2.56	14.89	10.98	0.00	0.01	1.26	1.28	0.01	1.16	1.17
Paving Off-Gas	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.34	14.35	8.99	0.00	0.00	1.24	1.24	0.00	1.14	1.14
Paving On Road Diesel	0.04	0.44	0.17	0.00	0.00	0.02	0.02	0.00	0.02	0.02
Paving Worker Trips	0.05	0.10	1.82	0.00	0.01	0.01	0.02	0.00	0.01	0.01
Building 05/16/2010-10/31/2012	6.18	40.45	75.39	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	3.21	21.68	11.70	0.00	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	1.44	15.87	13.05	0.03	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	1.53	2.89	50.64	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	14.86	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	14.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 9/3/2012-9/28/2012 Active Days: 20	21.05	40.48	76.01	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	6.18	40.45	75.39	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	3.21	21.68	11.70	0.00	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	1.44	15.87	13.05	0.03	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	1.53	2.89	50.64	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	14.86	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	14.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00

5/21/2009 05:48:11 PM

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Urbemis Canyon Residences - Construction.urb924

Project Name: The Canyon Residences - Construction

Time Slice 10/1/2012-10/31/2012 Active Days: 23	6.18	40.45	75.39	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	6.18	40.45	75.39	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	3.21	21.68	11.70	0.00	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	1.44	15.87	13.05	0.03	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	1.53	2.89	50.64	0.07	0.33	0.19	0.52	0.12	0.16	0.28

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 2/21/2010 - 5/15/2010 - Mass Site Grading/Excavation

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stablizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

5/21/2009 05:48:27 PM

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Urbemis Canyon Residences - Construction.urb924
Project Name: The Canyon Residences - Construction

Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:
CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2009 TOTALS (lbs/day unmitigated)	8.30	61.03	37.13	0.01	3.82	3.43	7.25	0.80	3.15	3.95
2009 TOTALS (lbs/day mitigated)	8.30	61.03	37.13	0.01	3.82	3.43	7.25	0.80	3.15	3.95
2010 TOTALS (lbs/day unmitigated)	12.29	108.60	86.30	0.11	61.55	5.11	66.67	12.87	4.70	17.58
2010 TOTALS (lbs/day mitigated)	12.29	108.60	86.30	0.11	11.04	5.11	16.15	2.32	4.70	7.03
2011 TOTALS (lbs/day unmitigated)	21.56	77.99	99.69	0.11	0.47	4.54	5.00	0.17	4.16	4.32
2011 TOTALS (lbs/day mitigated)	21.56	77.99	99.69	0.11	0.47	4.54	5.00	0.17	4.16	4.32
2012 TOTALS (lbs/day unmitigated)	23.61	55.37	86.99	0.11	0.47	3.47	3.94	0.17	3.17	3.34
2012 TOTALS (lbs/day mitigated)	23.61	55.37	86.99	0.11	0.47	3.47	3.94	0.17	3.17	3.34

Construction Unmitigated Detail Report:
CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 12/1/2009-12/31/2009 Active Days: 23	8.30	61.03	37.13	0.01	3.82	3.43	7.25	0.80	3.15	3.95
Demolition 12/01/2009-02/20/2010	8.30	61.03	37.13	0.01	3.82	3.43	7.25	0.80	3.15	3.95
Fugitive Dust	0.00	0.00	0.00	0.00	3.78	0.00	3.78	0.79	0.00	0.79
Demo Off Road Diesel	7.85	56.50	31.26	0.00	0.00	3.24	3.24	0.00	2.98	2.98
Demo On Road Diesel	0.32	4.27	1.64	0.00	0.02	0.18	0.20	0.01	0.16	0.17
Demo Worker Trips	0.14	0.25	4.23	0.00	0.02	0.01	0.03	0.01	0.01	0.02
Time Slice 1/1/2010-2/19/2010 Active Days: 36	7.80	57.49	36.38	0.01	3.82	3.25	7.07	0.80	2.99	3.79
Demolition 12/01/2009-02/20/2010	7.80	57.49	36.38	0.01	3.82	3.25	7.07	0.80	2.99	3.79
Fugitive Dust	0.00	0.00	0.00	0.00	3.78	0.00	3.78	0.79	0.00	0.79
Demo Off Road Diesel	7.38	53.36	30.95	0.00	0.00	3.08	3.08	0.00	2.83	2.83
Demo On Road Diesel	0.30	3.89	1.49	0.00	0.02	0.16	0.18	0.01	0.15	0.15
Demo Worker Trips	0.12	0.23	3.93	0.00	0.02	0.01	0.03	0.01	0.01	0.02

5/21/2009 05:48:27 PM

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

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Project Name: The Canyon Residences - Construction

Time Slice 2/22/2010-5/14/2010 Active Days: 60	12.29	**108.60**	56.83	0.04	**61.55**	**5.11**	**66.67**	**12.87**	**4.70**	**17.58**
Mass Grading 02/21/2010-05/15/2010	12.29	108.60	56.83	0.04	61.55	5.11	66.67	12.87	4.70	17.58
Mass Grading Dust	0.00	0.00	0.00	0.00	61.41	0.00	61.41	12.82	0.00	12.82
Mass Grading Off Road Diesel	10.02	80.32	42.64	0.00	0.00	3.95	3.95	0.00	3.64	3.64
Mass Grading On Road Diesel	2.15	28.08	10.78	0.04	0.13	1.15	1.28	0.04	1.06	1.10
Mass Grading Worker Trips	0.11	0.20	3.41	0.00	0.02	0.01	0.03	0.01	0.01	0.02
Time Slice 5/17/2010-12/31/2010 Active Days: 165	7.26	47.33	86.30	0.11	0.46	2.53	2.98	0.16	2.31	2.47
Building 05/16/2010-10/31/2012	7.26	47.33	86.30	0.11	0.46	2.53	2.98	0.16	2.31	2.47
Building Off Road Diesel	3.71	24.15	12.58	0.00	0.00	1.51	1.51	0.00	1.39	1.39
Building Vendor Trips	1.71	19.74	15.23	0.03	0.13	0.82	0.95	0.04	0.75	0.80
Building Worker Trips	1.84	3.45	58.49	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 1/3/2011-1/31/2011 Active Days: 21	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building 05/16/2010-10/31/2012	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	3.44	22.89	12.10	0.00	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	1.57	17.79	14.12	0.03	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	1.68	3.15	54.44	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 2/1/2011-3/31/2011 Active Days: 43	11.51	77.99	**99.69**	0.11	0.47	4.54	5.00	0.17	4.16	4.32
Asphalt 02/01/2011-03/31/2011	4.82	34.15	19.03	0.00	0.01	2.16	2.17	0.00	1.98	1.99
Paving Off-Gas	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	4.59	33.53	17.12	0.00	0.00	2.13	2.13	0.00	1.96	1.96
Paving On Road Diesel	0.04	0.53	0.20	0.00	0.00	0.02	0.02	0.00	0.02	0.02
Paving Worker Trips	0.05	0.10	1.71	0.00	0.01	0.01	0.02	0.00	0.00	0.01
Building 05/16/2010-10/31/2012	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	3.44	22.89	12.10	0.00	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	1.57	17.79	14.12	0.03	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	1.68	3.15	54.44	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 4/1/2011-6/30/2011 Active Days: 65	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building 05/16/2010-10/31/2012	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	3.44	22.89	12.10	0.00	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	1.57	17.79	14.12	0.03	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	1.68	3.15	54.44	0.07	0.33	0.19	0.52	0.12	0.16	0.28

5/21/2009 05:48:27 PM

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Urbemis Canyon Residences - Construction.urb924

Project Name: The Canyon Residences - Construction

Time Slice 7/1/2011-12/30/2011 Active Days: 131	21.56	43.87	81.33	0.11	0.46	2.38	2.84	0.16	2.17	2.34
Building 05/16/2010-10/31/2012	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	3.44	22.89	12.10	0.00	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	1.57	17.79	14.12	0.03	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	1.68	3.15	54.44	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	14.87	0.04	0.67	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	14.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.67	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 1/2/2012-6/29/2012 Active Days: 130	21.05	40.48	76.01	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	6.18	40.45	75.39	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	3.21	21.68	11.70	0.00	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	1.44	15.87	13.05	0.03	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	1.53	2.89	50.64	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	14.86	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	14.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 7/2/2012-8/31/2012 Active Days: 45	**23.61**	55.37	86.99	**0.11**	0.47	3.47	3.94	0.17	3.17	3.34
Asphalt 07/01/2012-08/31/2012	2.56	14.89	10.98	0.00	0.01	1.26	1.28	0.01	1.16	1.17
Paving Off-Gas	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.34	14.35	8.99	0.00	0.00	1.24	1.24	0.00	1.14	1.14
Paving On Road Diesel	0.04	0.44	0.17	0.00	0.00	0.02	0.02	0.00	0.02	0.02
Paving Worker Trips	0.05	0.10	1.82	0.00	0.01	0.01	0.02	0.00	0.01	0.01
Building 05/16/2010-10/31/2012	6.18	40.45	75.39	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	3.21	21.68	11.70	0.00	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	1.44	15.87	13.05	0.03	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	1.53	2.89	50.64	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	14.86	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	14.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 9/3/2012-9/28/2012 Active Days: 20	21.05	40.48	76.01	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	6.18	40.45	75.39	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	3.21	21.68	11.70	0.00	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	1.44	15.87	13.05	0.03	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	1.53	2.89	50.64	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	14.86	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	14.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00

5/21/2009 05:48:27 PM

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Urbemis Canyon Residences - Construction.urb924

Project Name: The Canyon Residences - Construction

Time Slice 10/1/2012-10/31/2012 Active Days: 23	6.18	40.45	75.39	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	6.18	40.45	75.39	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	3.21	21.68	11.70	0.00	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	1.44	15.87	13.05	0.03	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	1.53	2.89	50.64	0.07	0.33	0.19	0.52	0.12	0.16	0.28

Phase Assumptions

Phase: Demolition 12/1/2009 - 2/20/2010 - Demolition

Building Volume Total (cubic feet): 540015.8

Building Volume Daily (cubic feet): 8998.91

On Road Truck Travel (VMT): 124.98

Off-Road Equipment:

3 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Crushing/Processing Equip (142 hp) operating at a 0.78 load factor for 8 hours per day

2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

2 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

2 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day

2 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

1 Signal Boards (15 hp) operating at a 0.78 load factor for 8 hours per day

2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Mass Grading 2/21/2010 - 5/15/2010 - Mass Site Grading/Excavation

Total Acres Disturbed: 15.3

Maximum Daily Acreage Disturbed: 3.82

Fugitive Dust Level of Detail: High

Onsite Haulage: 273.5 ton-miles/day; Offsite haulage: 0 ton-mils/day

On Road Truck Travel (VMT): 901.64

Off-Road Equipment:

2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

2 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

2 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

2 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

1 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day

1 Signal Boards (15 hp) operating at a 0.78 load factor for 8 hours per day

2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

5/21/2009 05:48:27 PM

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Combined Winter Emissions Reports (Pounds/Day)

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Project Name: The Canyon Residences - Construction

Phase: Paving 2/1/2011 - 3/31/2011 - Paving
Acres to be Paved: 2.25
Off-Road Equipment:
1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day
2 Paving Equipment (104 hp) operating at a 0.53 load factor for 6 hours per day
2 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day
1 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day
1 Signal Boards (15 hp) operating at a 0.78 load factor for 8 hours per day

Phase: Paving 7/1/2012 - 8/31/2012 - Paving
Acres to be Paved: 2.25
Off-Road Equipment:
4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day
1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day
1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day
1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day
1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 5/16/2010 - 10/31/2012 - Building Construction
Off-Road Equipment:
2 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day
1 Signal Boards (15 hp) operating at a 0.78 load factor for 8 hours per day
2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day
2 Trenchers (63 hp) operating at a 0.75 load factor for 8 hours per day

Phase: Architectural Coating 7/1/2011 - 9/30/2012 - Architectural Coating
Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100
Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50
Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250
Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100
Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

5/21/2009 05:48:27 PM

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Urbemis Canyon Residences - Construction.urb924

Project Name: The Canyon Residences - Construction

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 12/1/2009-12/31/2009 Active Days: 23	8.30	61.03	37.13	0.01	3.82	3.43	7.25	0.80	3.15	3.95
Demolition 12/01/2009-02/20/2010	8.30	61.03	37.13	0.01	3.82	3.43	7.25	0.80	3.15	3.95
Fugitive Dust	0.00	0.00	0.00	0.00	3.78	0.00	3.78	0.79	0.00	0.79
Demo Off Road Diesel	7.85	56.50	31.26	0.00	0.00	3.24	3.24	0.00	2.98	2.98
Demo On Road Diesel	0.32	4.27	1.64	0.00	0.02	0.18	0.20	0.01	0.16	0.17
Demo Worker Trips	0.14	0.25	4.23	0.00	0.02	0.01	0.03	0.01	0.01	0.02
Time Slice 1/1/2010-2/19/2010 Active Days: 36	7.80	57.49	36.38	0.01	3.82	3.25	7.07	0.80	2.99	3.79
Demolition 12/01/2009-02/20/2010	7.80	57.49	36.38	0.01	3.82	3.25	7.07	0.80	2.99	3.79
Fugitive Dust	0.00	0.00	0.00	0.00	3.78	0.00	3.78	0.79	0.00	0.79
Demo Off Road Diesel	7.38	53.36	30.95	0.00	0.00	3.08	3.08	0.00	2.83	2.83
Demo On Road Diesel	0.30	3.89	1.49	0.00	0.02	0.16	0.18	0.01	0.15	0.15
Demo Worker Trips	0.12	0.23	3.93	0.00	0.02	0.01	0.03	0.01	0.01	0.02
Time Slice 2/22/2010-5/14/2010 Active Days: 60	12.29	**108.60**	56.83	0.04	11.04	**5.11**	16.15	2.32	**4.70**	7.03
Mass Grading 02/21/2010-05/15/2010	12.29	108.60	56.83	0.04	11.04	5.11	16.15	2.32	4.70	7.03
Mass Grading Dust	0.00	0.00	0.00	0.00	10.89	0.00	10.89	2.28	0.00	2.28
Mass Grading Off Road Diesel	10.02	80.32	42.64	0.00	0.00	3.95	3.95	0.00	3.64	3.64
Mass Grading On Road Diesel	2.15	28.08	10.78	0.04	0.13	1.15	1.28	0.04	1.06	1.10
Mass Grading Worker Trips	0.11	0.20	3.41	0.00	0.02	0.01	0.03	0.01	0.01	0.02
Time Slice 5/17/2010-12/31/2010 Active Days: 165	7.26	47.33	86.30	0.11	0.46	2.53	2.98	0.16	2.31	2.47
Building 05/16/2010-10/31/2012	7.26	47.33	86.30	0.11	0.46	2.53	2.98	0.16	2.31	2.47
Building Off Road Diesel	3.71	24.15	12.58	0.00	0.00	1.51	1.51	0.00	1.39	1.39
Building Vendor Trips	1.71	19.74	15.23	0.03	0.13	0.82	0.95	0.04	0.75	0.80
Building Worker Trips	1.84	3.45	58.49	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 1/3/2011-1/31/2011 Active Days: 21	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building 05/16/2010-10/31/2012	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	3.44	22.89	12.10	0.00	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	1.57	17.79	14.12	0.03	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	1.68	3.15	54.44	0.07	0.33	0.19	0.52	0.12	0.16	0.28

5/21/2009 05:48:27 PM

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Combined Winter Emissions Reports (Pounds/Day)

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Project Name: The Canyon Residences - Construction

Time Slice 2/1/2011-3/31/2011 Active Days: 43	11.51	77.99	**99.69**	0.11	0.47	4.54	5.00	0.17	4.16	4.32
Asphalt 02/01/2011-03/31/2011	4.82	34.15	19.03	0.00	0.01	2.16	2.17	0.00	1.98	1.99
Paving Off-Gas	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	4.59	33.53	17.12	0.00	0.00	2.13	2.13	0.00	1.96	1.96
Paving On Road Diesel	0.04	0.53	0.20	0.00	0.00	0.02	0.02	0.00	0.02	0.02
Paving Worker Trips	0.05	0.10	1.71	0.00	0.01	0.01	0.02	0.00	0.00	0.01
Building 05/16/2010-10/31/2012	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	3.44	22.89	12.10	0.00	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	1.57	17.79	14.12	0.03	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	1.68	3.15	54.44	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 4/1/2011-6/30/2011 Active Days: 65	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building 05/16/2010-10/31/2012	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	3.44	22.89	12.10	0.00	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	1.57	17.79	14.12	0.03	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	1.68	3.15	54.44	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 7/1/2011-12/30/2011 Active Days: 131	21.56	43.87	81.33	0.11	0.46	2.38	2.84	0.16	2.17	2.34
Building 05/16/2010-10/31/2012	6.69	43.83	80.66	0.11	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	3.44	22.89	12.10	0.00	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	1.57	17.79	14.12	0.03	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	1.68	3.15	54.44	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	14.87	0.04	0.67	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	14.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.67	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 1/2/2012-6/29/2012 Active Days: 130	21.05	40.48	76.01	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	6.18	40.45	75.39	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	3.21	21.68	11.70	0.00	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	1.44	15.87	13.05	0.03	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	1.53	2.89	50.64	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	14.86	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	14.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00

5/21/2009 05:48:27 PM

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Urbemis Canyon Residences - Construction.urb924

Project Name: The Canyon Residences - Construction

Time Slice 7/2/2012-8/31/2012 Active Days: 45	**23.61**	55.37	86.99	**0.11**	0.47	3.47	3.94	0.17	3.17	3.34
Asphalt 07/01/2012-08/31/2012	2.56	14.89	10.98	0.00	0.01	1.26	1.28	0.01	1.16	1.17
Paving Off-Gas	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.34	14.35	8.99	0.00	0.00	1.24	1.24	0.00	1.14	1.14
Paving On Road Diesel	0.04	0.44	0.17	0.00	0.00	0.02	0.02	0.00	0.02	0.02
Paving Worker Trips	0.05	0.10	1.82	0.00	0.01	0.01	0.02	0.00	0.01	0.01
Building 05/16/2010-10/31/2012	6.18	40.45	75.39	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	3.21	21.68	11.70	0.00	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	1.44	15.87	13.05	0.03	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	1.53	2.89	50.64	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	14.86	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	14.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 9/3/2012-9/28/2012 Active Days: 20	21.05	40.48	76.01	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	6.18	40.45	75.39	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	3.21	21.68	11.70	0.00	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	1.44	15.87	13.05	0.03	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	1.53	2.89	50.64	0.07	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	14.86	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	14.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.02	0.04	0.62	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 10/1/2012-10/31/2012 Active Days: 23	6.18	40.45	75.39	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	6.18	40.45	75.39	0.11	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	3.21	21.68	11.70	0.00	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	1.44	15.87	13.05	0.03	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	1.53	2.89	50.64	0.07	0.33	0.19	0.52	0.12	0.16	0.28

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 2/21/2010 - 5/15/2010 - Mass Site Grading/Excavation

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stablizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

Estimated Ton-Miles of Exported Soil
High-Level of Detail for Fugitive Dust Quantification Method in URBEMIS

Project Name:	Input	The Canyons Residences Project
Grading Activity/Phase:	Input	Site Excavation (On-Site)

Cut/Fill Operations

Activity		***Amount***	***Units***
Total Cut/Fill Volume	Input	95,000	cubic yards
Haul Truck Capacity	Input	20	cubic yards
Total Number of Haul Trucks	Calculated	4,750	
Number of Months for Excavation	Input	2.7	
Haul Truck Trips per Day	Calculated	80	

Soil Type	**Density**		
	(g/cm^3)	**(pounds/cubic yard)**	**(tons per cubic yard)**
Sandy	1.69	2,849	1.42
Loamy Coarse-Loamy	1.63	2,748	1.37
Loamy Fine-Loamy	1.60	2,697	1.35
Loamy Coarse-Silty	1.60	2,697	1.35
Loamy Fine-Silty	1.54	2,596	1.30
Clayey 35-45% Clay	1.49	2,512	1.26
Clayey >45% Clay	1.39	2,343	1.17

Source: U.S. Department of Agriculture, Natural Resources Conservation Service, "National Soil Survey Handbook, Title 430-VI," http://soils.usda.gov/technical/handbook/. 2007.

Ton-Mile per Day Calculation

Activity		***Amount***	***Units***
Soil Type	Input	Sandy	
Soil Density	Calculated	1.69	g/cm3
Soil Density	Calculated	2,849	lbs/CY
Soil Density	Calculated	1.42	tons/CY
Haul Distance (Round Trip On-Site)	Input	0.12	Miles
Ton-Miles per Day	Calculated	273.50	<----------> Haul Truck Trips per Day * Haul Truck Capacity * tons/cubic yard * miles/trip

Mitigated Construction Emissions

The Canyon Residences
South Coast Air Basin Emissions
Mitigated Construction Emissions: Mass Grading / Excavation, NO_x

Off-Road Equipment	Estimated Use Date	Number	HP	Hr	Load	Tier 3 NOx Standard	Emissions	
						g/bhp-hr	g/day	lbs/day
Mass Site Grading/Excavation								
Excavator	2/21/2010 - 5/15/2010	2	168	8	0.57	2.85	4,366.66	9.63
Grader	2/21/2010 - 5/15/2010	2	174	6	0.61	2.85	3,629.99	8.00
Rubber Tired Dozer	2/21/2010 - 5/15/2010	2	357	6	0.59	2.85	7,203.55	15.88
Rubber Tired Loader	2/21/2010 - 5/15/2010	2	164	8	0.54	2.85	4,038.34	8.90
Scraper	2/21/2010 - 5/15/2010	1	313	8	0.72	2.85	5,138.21	11.33
Water Truck	2/21/2010 - 5/15/2010	1	189	8	0.50	2.85	2,154.60	4.75
Signal Board[1]	2/21/2010 - 5/15/2010							0.70
Skid Steer Loader[1]	2/21/2010 - 5/15/2010							2.58
On-Road Diesel[1]	2/21/2010 - 5/15/2010							28.08
Worker Trips[1]	2/21/2010 - 5/15/2010							0.20
Daily Maximum Total								**90.05**
SCAQMD Significance Threshold								**100.00**

Source: U.S. Environmental Protection Agency (EPA) and California Air Resources Board (CARB), "Off-Road Compression Ignition (Diesel) Engine Standards," http://www.arb.ca.gov/msprog/ordiesel/documents/Off-Road_Diesel_Stds.xls.

[1] Unmitigated emissions from URBEMIS2007. It is assumed that these sources would not be required to meet the Tier 3 standards.

10/12/2009 10:23:29 AM

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Mitigated Dust\Urbemis Canyon Residences - Construction.urb924
Project Name: The Canyon Residences - Construction
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2009 TOTALS (lbs/day unmitigated)	3.82	3.43	7.25	0.80	3.15	3.95
2009 TOTALS (lbs/day mitigated)	3.82	3.43	7.25	0.80	3.15	3.95
2010 TOTALS (lbs/day unmitigated)	61.55	5.11	66.67	12.87	4.70	17.58
2010 TOTALS (lbs/day mitigated)	3.85	5.11	8.97	0.82	4.70	5.53
2011 TOTALS (lbs/day unmitigated)	0.47	4.54	5.00	0.17	4.16	4.32
2011 TOTALS (lbs/day mitigated)	0.47	4.54	5.00	0.17	4.16	4.32
2012 TOTALS (lbs/day unmitigated)	0.47	3.47	3.94	0.17	3.17	3.34
2012 TOTALS (lbs/day mitigated)	0.47	3.47	3.94	0.17	3.17	3.34

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 12/1/2009-12/31/2009 Active Days: 23	3.82	3.43	7.25	0.80	3.15	3.95
Demolition 12/01/2009-02/20/2010	3.82	3.43	7.25	0.80	3.15	3.95
Fugitive Dust	3.78	0.00	3.78	0.79	0.00	0.79
Demo Off Road Diesel	0.00	3.24	3.24	0.00	2.98	2.98
Demo On Road Diesel	0.02	0.18	0.20	0.01	0.16	0.17
Demo Worker Trips	0.02	0.01	0.03	0.01	0.01	0.02
Time Slice 1/1/2010-2/19/2010 Active Days: 36	3.82	3.25	7.07	0.80	2.99	3.79
Demolition 12/01/2009-02/20/2010	3.82	3.25	7.07	0.80	2.99	3.79
Fugitive Dust	3.78	0.00	3.78	0.79	0.00	0.79
Demo Off Road Diesel	0.00	3.08	3.08	0.00	2.83	2.83
Demo On Road Diesel	0.02	0.16	0.18	0.01	0.15	0.15
Demo Worker Trips	0.02	0.01	0.03	0.01	0.01	0.02

Time Slice 2/22/2010-5/14/2010 Active Days: 60	**61.55**	**5.11**	**66.67**	**12.87**	**4.70**	**17.58**
Mass Grading 02/21/2010-05/15/2010	61.55	5.11	66.67	12.87	4.70	17.58
Mass Grading Dust	61.41	0.00	61.41	12.82	0.00	12.82
Mass Grading Off Road Diesel	0.00	3.95	3.95	0.00	3.64	3.64
Mass Grading On Road Diesel	0.13	1.15	1.28	0.04	1.06	1.10
Mass Grading Worker Trips	0.02	0.01	0.03	0.01	0.01	0.02
Time Slice 5/17/2010-12/31/2010 Active Days: 165	0.46	2.53	2.98	0.16	2.31	2.47
Building 05/16/2010-10/31/2012	0.46	2.53	2.98	0.16	2.31	2.47
Building Off Road Diesel	0.00	1.51	1.51	0.00	1.39	1.39
Building Vendor Trips	0.13	0.82	0.95	0.04	0.75	0.80
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 1/3/2011-1/31/2011 Active Days: 21	0.46	2.38	2.83	0.16	2.17	2.33
Building 05/16/2010-10/31/2012	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 2/1/2011-3/31/2011 Active Days: 43	0.47	4.54	5.00	0.17	4.16	4.32
Asphalt 02/01/2011-03/31/2011	0.01	2.16	2.17	0.00	1.98	1.99
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.00	2.13	2.13	0.00	1.96	1.96
Paving On Road Diesel	0.00	0.02	0.02	0.00	0.02	0.02
Paving Worker Trips	0.01	0.01	0.02	0.00	0.00	0.01
Building 05/16/2010-10/31/2012	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 4/1/2011-6/30/2011 Active Days: 65	0.46	2.38	2.83	0.16	2.17	2.33
Building 05/16/2010-10/31/2012	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 7/1/2011-12/30/2011 Active Days: 131	0.46	2.38	2.84	0.16	2.17	2.34
Building 05/16/2010-10/31/2012	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00

Time Slice 1/2/2012-6/29/2012 Active Days: 130	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 7/2/2012-8/31/2012 Active Days: 45	0.47	3.47	3.94	0.17	3.17	3.34
Asphalt 07/01/2012-08/31/2012	0.01	1.26	1.28	0.01	1.16	1.17
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.00	1.24	1.24	0.00	1.14	1.14
Paving On Road Diesel	0.00	0.02	0.02	0.00	0.02	0.02
Paving Worker Trips	0.01	0.01	0.02	0.00	0.01	0.01
Building 05/16/2010-10/31/2012	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 9/3/2012-9/28/2012 Active Days: 20	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 10/1/2012-10/31/2012 Active Days: 23	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28

Phase Assumptions

Phase: Demolition 12/1/2009 - 2/20/2010 - Demolition
Building Volume Total (cubic feet): 540015.8
Building Volume Daily (cubic feet): 8998.91
On Road Truck Travel (VMT): 124.98
Off-Road Equipment:
3 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day
1 Crushing/Processing Equip (142 hp) operating at a 0.78 load factor for 8 hours per day
2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
2 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day
2 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day
2 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day
1 Signal Boards (15 hp) operating at a 0.78 load factor for 8 hours per day
2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Mass Grading 2/21/2010 - 5/15/2010 - Mass Site Grading/Excavation
Total Acres Disturbed: 15.3
Maximum Daily Acreage Disturbed: 3.82
Fugitive Dust Level of Detail: High
Onsite Haulage: 273.5 ton-miles/day; Offsite haulage: 0 ton-mils/day
On Road Truck Travel (VMT): 901.64
Off-Road Equipment:
2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
2 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day
2 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day
2 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day
1 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day
1 Signal Boards (15 hp) operating at a 0.78 load factor for 8 hours per day
2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day
1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 2/1/2011 - 3/31/2011 - Paving
Acres to be Paved: 2.25
Off-Road Equipment:
1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day
2 Paving Equipment (104 hp) operating at a 0.53 load factor for 6 hours per day
2 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day
1 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day
1 Signal Boards (15 hp) operating at a 0.78 load factor for 8 hours per day

Phase: Paving 7/1/2012 - 8/31/2012 - Paving
Acres to be Paved: 2.25
Off-Road Equipment:
4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day
1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day
1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day
1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day
1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 5/16/2010 - 10/31/2012 - Building Construction
Off-Road Equipment:
2 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day
1 Signal Boards (15 hp) operating at a 0.78 load factor for 8 hours per day
2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day
2 Trenchers (63 hp) operating at a 0.75 load factor for 8 hours per day

Phase: Architectural Coating 7/1/2011 - 9/30/2012 - Architectural Coating
Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100
Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50
Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250
Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100
Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:
CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 12/1/2009-12/31/2009 Active Days: 23	3.82	3.43	7.25	0.80	3.15	3.95
Demolition 12/01/2009-02/20/2010	3.82	3.43	7.25	0.80	3.15	3.95
Fugitive Dust	3.78	0.00	3.78	0.79	0.00	0.79
Demo Off Road Diesel	0.00	3.24	3.24	0.00	2.98	2.98
Demo On Road Diesel	0.02	0.18	0.20	0.01	0.16	0.17
Demo Worker Trips	0.02	0.01	0.03	0.01	0.01	0.02
Time Slice 1/1/2010-2/19/2010 Active Days: 36	3.82	3.25	7.07	0.80	2.99	3.79
Demolition 12/01/2009-02/20/2010	3.82	3.25	7.07	0.80	2.99	3.79
Fugitive Dust	3.78	0.00	3.78	0.79	0.00	0.79
Demo Off Road Diesel	0.00	3.08	3.08	0.00	2.83	2.83
Demo On Road Diesel	0.02	0.16	0.18	0.01	0.15	0.15
Demo Worker Trips	0.02	0.01	0.03	0.01	0.01	0.02

Time Slice 2/22/2010-5/14/2010 Active Days: 60	3.85	**5.11**	8.97	0.82	**4.70**	5.53
Mass Grading 02/21/2010-05/15/2010	3.85	5.11	8.97	0.82	4.70	5.53
Mass Grading Dust	3.71	0.00	3.71	0.77	0.00	0.77
Mass Grading Off Road Diesel	0.00	3.95	3.95	0.00	3.64	3.64
Mass Grading On Road Diesel	0.13	1.15	1.28	0.04	1.06	1.10
Mass Grading Worker Trips	0.02	0.01	0.03	0.01	0.01	0.02
Time Slice 5/17/2010-12/31/2010 Active Days: 165	0.46	2.53	2.98	0.16	2.31	2.47
Building 05/16/2010-10/31/2012	0.46	2.53	2.98	0.16	2.31	2.47
Building Off Road Diesel	0.00	1.51	1.51	0.00	1.39	1.39
Building Vendor Trips	0.13	0.82	0.95	0.04	0.75	0.80
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 1/3/2011-1/31/2011 Active Days: 21	0.46	2.38	2.83	0.16	2.17	2.33
Building 05/16/2010-10/31/2012	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 2/1/2011-3/31/2011 Active Days: 43	0.47	4.54	5.00	0.17	4.16	4.32
Asphalt 02/01/2011-03/31/2011	0.01	2.16	2.17	0.00	1.98	1.99
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.00	2.13	2.13	0.00	1.96	1.96
Paving On Road Diesel	0.00	0.02	0.02	0.00	0.02	0.02
Paving Worker Trips	0.01	0.01	0.02	0.00	0.00	0.01
Building 05/16/2010-10/31/2012	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 4/1/2011-6/30/2011 Active Days: 65	0.46	2.38	2.83	0.16	2.17	2.33
Building 05/16/2010-10/31/2012	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 7/1/2011-12/30/2011 Active Days: 131	0.46	2.38	2.84	0.16	2.17	2.34
Building 05/16/2010-10/31/2012	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00

Time Slice 1/2/2012-6/29/2012 Active Days: 130	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 7/2/2012-8/31/2012 Active Days: 45	0.47	3.47	3.94	0.17	3.17	3.34
Asphalt 07/01/2012-08/31/2012	0.01	1.26	1.28	0.01	1.16	1.17
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.00	1.24	1.24	0.00	1.14	1.14
Paving On Road Diesel	0.00	0.02	0.02	0.00	0.02	0.02
Paving Worker Trips	0.01	0.01	0.02	0.00	0.01	0.01
Building 05/16/2010-10/31/2012	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 9/3/2012-9/28/2012 Active Days: 20	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 10/1/2012-10/31/2012 Active Days: 23	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 2/21/2010 - 5/15/2010 - Mass Site Grading/Excavation

For Soil Stablizing Measures, the Apply soil stabilizers to inactive areas mitigation reduces emissions by:

PM10: 84% PM25: 84%

For Soil Stablizing Measures, the Replace ground cover in disturbed areas quickly mitigation reduces emissions by:

PM10: 5% PM25: 5%

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stablizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

10/12/2009 10:23:58 AM

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Mitigated Dust\Urbemis Canyon Residences - Construction.urb924
Project Name: The Canyon Residences - Construction
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
2009 TOTALS (lbs/day unmitigated)	3.82	3.43	7.25	0.80	3.15	3.95
2009 TOTALS (lbs/day mitigated)	3.82	3.43	7.25	0.80	3.15	3.95
2010 TOTALS (lbs/day unmitigated)	61.55	5.11	66.67	12.87	4.70	17.58
2010 TOTALS (lbs/day mitigated)	3.85	5.11	8.97	0.82	4.70	5.53
2011 TOTALS (lbs/day unmitigated)	0.47	4.54	5.00	0.17	4.16	4.32
2011 TOTALS (lbs/day mitigated)	0.47	4.54	5.00	0.17	4.16	4.32
2012 TOTALS (lbs/day unmitigated)	0.47	3.47	3.94	0.17	3.17	3.34
2012 TOTALS (lbs/day mitigated)	0.47	3.47	3.94	0.17	3.17	3.34

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 12/1/2009-12/31/2009 Active Days: 23	3.82	3.43	7.25	0.80	3.15	3.95
Demolition 12/01/2009-02/20/2010	3.82	3.43	7.25	0.80	3.15	3.95
Fugitive Dust	3.78	0.00	3.78	0.79	0.00	0.79
Demo Off Road Diesel	0.00	3.24	3.24	0.00	2.98	2.98
Demo On Road Diesel	0.02	0.18	0.20	0.01	0.16	0.17
Demo Worker Trips	0.02	0.01	0.03	0.01	0.01	0.02
Time Slice 1/1/2010-2/19/2010 Active Days: 36	3.82	3.25	7.07	0.80	2.99	3.79
Demolition 12/01/2009-02/20/2010	3.82	3.25	7.07	0.80	2.99	3.79
Fugitive Dust	3.78	0.00	3.78	0.79	0.00	0.79
Demo Off Road Diesel	0.00	3.08	3.08	0.00	2.83	2.83
Demo On Road Diesel	0.02	0.16	0.18	0.01	0.15	0.15
Demo Worker Trips	0.02	0.01	0.03	0.01	0.01	0.02

Time Slice 2/22/2010-5/14/2010 Active Days: 60	**61.55**	**5.11**	**66.67**	**12.87**	**4.70**	**17.58**
Mass Grading 02/21/2010-05/15/2010	61.55	5.11	66.67	12.87	4.70	17.58
Mass Grading Dust	61.41	0.00	61.41	12.82	0.00	12.82
Mass Grading Off Road Diesel	0.00	3.95	3.95	0.00	3.64	3.64
Mass Grading On Road Diesel	0.13	1.15	1.28	0.04	1.06	1.10
Mass Grading Worker Trips	0.02	0.01	0.03	0.01	0.01	0.02
Time Slice 5/17/2010-12/31/2010 Active Days: 165	0.46	2.53	2.98	0.16	2.31	2.47
Building 05/16/2010-10/31/2012	0.46	2.53	2.98	0.16	2.31	2.47
Building Off Road Diesel	0.00	1.51	1.51	0.00	1.39	1.39
Building Vendor Trips	0.13	0.82	0.95	0.04	0.75	0.80
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 1/3/2011-1/31/2011 Active Days: 21	0.46	2.38	2.83	0.16	2.17	2.33
Building 05/16/2010-10/31/2012	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 2/1/2011-3/31/2011 Active Days: 43	0.47	4.54	5.00	0.17	4.16	4.32
Asphalt 02/01/2011-03/31/2011	0.01	2.16	2.17	0.00	1.98	1.99
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.00	2.13	2.13	0.00	1.96	1.96
Paving On Road Diesel	0.00	0.02	0.02	0.00	0.02	0.02
Paving Worker Trips	0.01	0.01	0.02	0.00	0.00	0.01
Building 05/16/2010-10/31/2012	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 4/1/2011-6/30/2011 Active Days: 65	0.46	2.38	2.83	0.16	2.17	2.33
Building 05/16/2010-10/31/2012	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 7/1/2011-12/30/2011 Active Days: 131	0.46	2.38	2.84	0.16	2.17	2.34
Building 05/16/2010-10/31/2012	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00

Time Slice 1/2/2012-6/29/2012 Active Days: 130	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 7/2/2012-8/31/2012 Active Days: 45	0.47	3.47	3.94	0.17	3.17	3.34
Asphalt 07/01/2012-08/31/2012	0.01	1.26	1.28	0.01	1.16	1.17
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.00	1.24	1.24	0.00	1.14	1.14
Paving On Road Diesel	0.00	0.02	0.02	0.00	0.02	0.02
Paving Worker Trips	0.01	0.01	0.02	0.00	0.01	0.01
Building 05/16/2010-10/31/2012	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 9/3/2012-9/28/2012 Active Days: 20	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 10/1/2012-10/31/2012 Active Days: 23	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28

Phase Assumptions

Phase: Demolition 12/1/2009 - 2/20/2010 - Demolition
Building Volume Total (cubic feet): 540015.8
Building Volume Daily (cubic feet): 8998.91
On Road Truck Travel (VMT): 124.98
Off-Road Equipment:
3 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day
1 Crushing/Processing Equip (142 hp) operating at a 0.78 load factor for 8 hours per day
2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
2 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day
2 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day
2 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day
1 Signal Boards (15 hp) operating at a 0.78 load factor for 8 hours per day
2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Mass Grading 2/21/2010 - 5/15/2010 - Mass Site Grading/Excavation
Total Acres Disturbed: 15.3
Maximum Daily Acreage Disturbed: 3.82
Fugitive Dust Level of Detail: High
Onsite Haulage: 273.5 ton-miles/day; Offsite haulage: 0 ton-mils/day
On Road Truck Travel (VMT): 901.64
Off-Road Equipment:
2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
2 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day
2 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day
2 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day
1 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day
1 Signal Boards (15 hp) operating at a 0.78 load factor for 8 hours per day
2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day
1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 2/1/2011 - 3/31/2011 - Paving
Acres to be Paved: 2.25
Off-Road Equipment:
1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day
2 Paving Equipment (104 hp) operating at a 0.53 load factor for 6 hours per day
2 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day
1 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day
1 Signal Boards (15 hp) operating at a 0.78 load factor for 8 hours per day

Phase: Paving 7/1/2012 - 8/31/2012 - Paving
Acres to be Paved: 2.25
Off-Road Equipment:
4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day
1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day
1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day
1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day
1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 5/16/2010 - 10/31/2012 - Building Construction
Off-Road Equipment:
2 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day
1 Signal Boards (15 hp) operating at a 0.78 load factor for 8 hours per day
2 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day
2 Trenchers (63 hp) operating at a 0.75 load factor for 8 hours per day

Phase: Architectural Coating 7/1/2011 - 9/30/2012 - Architectural Coating
Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100
Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50
Rule: Residential Exterior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 250
Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100
Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250
Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:
CONSTRUCTION EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

	PM10 Dust	PM10 Exhaust	PM10	PM2.5 Dust	PM2.5 Exhaust	PM2.5
Time Slice 12/1/2009-12/31/2009 Active Days: 23	3.82	3.43	7.25	0.80	3.15	3.95
Demolition 12/01/2009-02/20/2010	3.82	3.43	7.25	0.80	3.15	3.95
Fugitive Dust	3.78	0.00	3.78	0.79	0.00	0.79
Demo Off Road Diesel	0.00	3.24	3.24	0.00	2.98	2.98
Demo On Road Diesel	0.02	0.18	0.20	0.01	0.16	0.17
Demo Worker Trips	0.02	0.01	0.03	0.01	0.01	0.02
Time Slice 1/1/2010-2/19/2010 Active Days: 36	3.82	3.25	7.07	0.80	2.99	3.79
Demolition 12/01/2009-02/20/2010	3.82	3.25	7.07	0.80	2.99	3.79
Fugitive Dust	3.78	0.00	3.78	0.79	0.00	0.79
Demo Off Road Diesel	0.00	3.08	3.08	0.00	2.83	2.83
Demo On Road Diesel	0.02	0.16	0.18	0.01	0.15	0.15
Demo Worker Trips	0.02	0.01	0.03	0.01	0.01	0.02

Time Slice 2/22/2010-5/14/2010 Active Days: 60	3.85	**5.11**	8.97	0.82	**4.70**	5.53
Mass Grading 02/21/2010-05/15/2010	3.85	5.11	8.97	0.82	4.70	5.53
Mass Grading Dust	3.71	0.00	3.71	0.77	0.00	0.77
Mass Grading Off Road Diesel	0.00	3.95	3.95	0.00	3.64	3.64
Mass Grading On Road Diesel	0.13	1.15	1.28	0.04	1.06	1.10
Mass Grading Worker Trips	0.02	0.01	0.03	0.01	0.01	0.02
Time Slice 5/17/2010-12/31/2010 Active Days: 165	0.46	2.53	2.98	0.16	2.31	2.47
Building 05/16/2010-10/31/2012	0.46	2.53	2.98	0.16	2.31	2.47
Building Off Road Diesel	0.00	1.51	1.51	0.00	1.39	1.39
Building Vendor Trips	0.13	0.82	0.95	0.04	0.75	0.80
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 1/3/2011-1/31/2011 Active Days: 21	0.46	2.38	2.83	0.16	2.17	2.33
Building 05/16/2010-10/31/2012	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 2/1/2011-3/31/2011 Active Days: 43	0.47	4.54	5.00	0.17	4.16	4.32
Asphalt 02/01/2011-03/31/2011	0.01	2.16	2.17	0.00	1.98	1.99
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.00	2.13	2.13	0.00	1.96	1.96
Paving On Road Diesel	0.00	0.02	0.02	0.00	0.02	0.02
Paving Worker Trips	0.01	0.01	0.02	0.00	0.00	0.01
Building 05/16/2010-10/31/2012	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 4/1/2011-6/30/2011 Active Days: 65	0.46	2.38	2.83	0.16	2.17	2.33
Building 05/16/2010-10/31/2012	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Time Slice 7/1/2011-12/30/2011 Active Days: 131	0.46	2.38	2.84	0.16	2.17	2.34
Building 05/16/2010-10/31/2012	0.46	2.38	2.83	0.16	2.17	2.33
Building Off Road Diesel	0.00	1.46	1.46	0.00	1.34	1.34
Building Vendor Trips	0.13	0.73	0.86	0.04	0.67	0.72
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00

Time Slice 1/2/2012-6/29/2012 Active Days: 130	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 7/2/2012-8/31/2012 Active Days: 45	0.47	3.47	3.94	0.17	3.17	3.34
Asphalt 07/01/2012-08/31/2012	0.01	1.26	1.28	0.01	1.16	1.17
Paving Off-Gas	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	0.00	1.24	1.24	0.00	1.14	1.14
Paving On Road Diesel	0.00	0.02	0.02	0.00	0.02	0.02
Paving Worker Trips	0.01	0.01	0.02	0.00	0.01	0.01
Building 05/16/2010-10/31/2012	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 9/3/2012-9/28/2012 Active Days: 20	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28
Coating 07/01/2011-09/30/2012	0.00	0.00	0.01	0.00	0.00	0.00
Architectural Coating	0.00	0.00	0.00	0.00	0.00	0.00
Coating Worker Trips	0.00	0.00	0.01	0.00	0.00	0.00
Time Slice 10/1/2012-10/31/2012 Active Days: 23	0.46	2.20	2.66	0.16	2.01	2.17
Building 05/16/2010-10/31/2012	0.46	2.20	2.66	0.16	2.01	2.17
Building Off Road Diesel	0.00	1.36	1.36	0.00	1.25	1.25
Building Vendor Trips	0.13	0.65	0.78	0.04	0.60	0.64
Building Worker Trips	0.33	0.19	0.52	0.12	0.16	0.28

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 2/21/2010 - 5/15/2010 - Mass Site Grading/Excavation

For Soil Stablizing Measures, the Apply soil stabilizers to inactive areas mitigation reduces emissions by:

PM10: 84% PM25: 84%

For Soil Stablizing Measures, the Replace ground cover in disturbed areas quickly mitigation reduces emissions by:

PM10: 5% PM25: 5%

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Soil Stablizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

Localized Significance Thresholds Analysis

THE CANYON RESIDENCES PROJECT

Localized Significance Threshold Analysis

Prepared for:

County of Los Angeles, Department of Regional Planning
320 West Temple Street, 13th Floor
Los Angeles, California 90012

Prepared by:

Impact Sciences, Inc.
234 East Colorado Blvd., Suite 205
Pasadena, California 91101

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SUMMARY

The proposed Project is located at 1920 Brea Canyon Cutoff Road in the northern portion of the unincorporated Los Angeles County community of Rowland Heights, approximately 0.75 mile south of the Pomona Freeway (SR-60). The project consists of the development of 775 multi-family residential units on an approximately 15.7 acre site.

Project construction would begin in 2009 and be complete in late 2012. This study analyzed the impacts of the construction emissions (fugitive dust and motor vehicle and equipment exhaust) on ambient air quality concentrations in the vicinity of the construction site. The ambient air quality impacts were compared to thresholds established by the South Coast Air Quality Management District (SCAQMD). The significance threshold for respirable particulate matter (PM_{10}) represents compliance with Rule 403 (Fugitive Dust). The threshold for fine particulate matter ($PM_{2.5}$) is intended to constrain emissions so as to aid in progress toward attainment of the ambient air quality standards. The thresholds for nitrogen dioxide (NO_2) and carbon monoxide (CO) represent the allowable increase in concentrations above background levels in the vicinity of the project that would not cause or contribute to an exceedance of the relevant ambient air quality standards.

The Localized Significance Threshold (LST) analysis showed that the maximum 24-hour PM_{10} and $PM_{2.5}$ concentrations due to construction of the project would exceed the thresholds of significance established by SCAQMD at nearby residential receptors exterior to the project area. The maximum impacts were associated with the grading phase of the project. Construction of the project is not expected to exceed the thresholds of significance for any modeled pollutant at nearby sensitive receptors (i.e., schools and hospital facilities).

TABLE OF CONTENTS

Section Page

Summary....i

1.0 General....1
- 1.1 Project Description....1
- 1.2 Regional Air Quality....1
- 1.3 Thresholds of Significance....2

2.0 Calculation of Emissions....3

3.0 Localized Significance Threshold Analysis....4
- 3.1 Modeling Approach....4
  - 3.1.1 Sources and Receptors....5
  - 3.1.2 Meteorology and Monitoring Data....5
  - 3.1.3 Model Options....6
  - 3.1.4 Terrain Data....8
- 3.2 Modeling Results....8
  - 3.2.1 Adjustment to NO_2 Impacts....8
  - 3.2.2 Project-Specific Impacts....9

4.0 Conclusions....10

LIST OF FIGURES

Figure Page

1 Wind Rose for the Pomona Monitoring Station....7

LIST OF TABLES

Table Page

1 Peak Background Concentrations for SRA 10 for the Period of 2005 to 2007....2
2 Localized Significance Criteria....3
3 Estimated Construction Emissions Associated with the Project....4
4 NO_2-to-NO_X Ratio as a Function of Downwind Distance....9
5 Modeling Results – Maximum Impacts at Residential Receptors....10
6 Modeling Results – Maximum Impacts at Sensitive Receptors....10

Appendices

A Summary of ISCST3 Modeling Emissions and Results

B Selected ISCST3 Modeling Output

1.0 GENERAL

1.1 Project Description

The proposed Project is located at 1920 Brea Canyon Cutoff Road in the northern portion of the unincorporated Los Angeles County community of Rowland Heights, approximately 0.75 mile south of the Pomona Freeway (SR-60). The project consists of the development of 775 multi-family residential units on an approximately 15.7-acre site.

Project construction would begin in 2009 and be complete in late 2012. Sources utilized in the localized significance threshold (LST) analysis include the South Coast Air Quality Management District's (SCAQMD) *California Environmental Quality Act (CEQA) Air Quality Handbook*, air quality data from the California Air Resources Board, and the URBEMIS2007 Environmental Management Software. Air quality modeling conducted for the analysis was conducted using the Industrial Source Complex – Short Term (ISCST3) model, which is an SCAQMD-approved Gaussian dispersion model.

1.2 Regional Air Quality

The Project is located in the South Coast Air Basin portion of Los Angeles County, which is under the jurisdiction of the SCAQMD. The basin is designated as a severe-17 nonattainment area for the federal 8-hour ozone standard and a nonattainment area for the state 1-hour and 8-hour ozone standards. The basin has been designated as a serious nonattainment area for the federal 24-hour PM_{10} standard and as a nonattainment area for the state 24-hour and annual PM_{10} standards. The basin has been designated as a nonattainment area for the federal 24-hour and annual $PM_{2.5}$ standards and the state annual $PM_{2.5}$ standard. The basin has also been designated as an attainment area for the federal and state 1-hour and 8-hour CO standards, the federal annual NO_2 standard, and the state 1-hour NO_2 standard.[1,2] On March 20, 2008, the revised state standards for NO_2 took effect. The revised 1-hour NO_2 standard was lowered from 0.25 parts per million (ppm) to 0.18 ppm and a new annual arithmetic mean standard was set at 0.030 ppm. CARB has not issued new area classifications based on the new state 1-hour and annual arithmetic mean NO_2 standard. Therefore, the designation of attainment is based on the previous 0.25 ppm 1-hour standard.

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1 California Air Resources Board, "Area Designation Maps (State and National)," http://www.arb.ca.gov/desig/adm/adm.htm. 2007.

2 U.S. Environmental Protection Agency, "Region 9: Air Programs, Air Quality Maps," http://www.epa.gov/region9/air/maps/maps_top.html. 2008.

1.3 Thresholds of Significance

To monitor the concentrations of the pollutants, the SCAQMD has divided the basin into Source Receptor Areas (SRAs) in which air quality monitoring stations are operated. The Project site is located in the Pomona/Walnut Valley SRA (SRA 10). **Table 1, Peak Background Concentrations for SRA 10 for the Period of 2005 to 2007**, shows the peak background concentrations of NO_2 and CO in SRA 10 in which the Project is located. The LST criteria for NO_2 and CO are based on these values. The LST for PM_{10} is based on compliance with SCAQMD Rule 403 and the LST for $PM_{2.5}$ is based on the SCAQMD's *Final Localized Significance Threshold Methodology.*[3]

Table 1
Peak Background Concentrations for SRA 10 for the Period of 2005 to 2007

Pollutant	Averaging Period	Unit	2005	2006	2007	Peak Concentration
Nitrogen Dioxide (NO_2)	1 hour	ppm	0.08	0.10	0.10	0.10
Carbon Monoxide (CO)	1 hour	ppm	4	3	3	4
Carbon Monoxide (CO)	8 hours	ppm	2.5	2.1	2.1	2.5

Source: South Coast Air Quality Management District, "Historical Data by Year," 2008. http://www.aqmd.gov/smog/historicaldata.htm.
Note: ppm = parts per million

Table 2, Localized Significance Criteria, shows the threshold criteria recommended by the SCAQMD for determining whether the emissions resulting from construction of a development Project have the potential to generate significant adverse local impacts on ambient air quality. The SCAQMD's concentration-based PM_{10} threshold from its *Final Localized Significance Threshold Methodology* (LST Methodology)[4] is a 24-hour average concentration of 10.4 micrograms per cubic meter ($\mu g/m^3$) based on compliance with Rule 403. The threshold for $PM_{2.5}$, which is also 10.4 $\mu g/m^3$, is intended to constrain emissions so as to not cause or contribute to an exceedance of the ambient air quality standards. LSTs for NO_2 and CO are determined by the differences between the most stringent ambient air quality standard and the peak ambient concentration in the appropriate SRA; in this case SRA 10. The thresholds for NO_2 and CO were based on the maximum concentrations that occurred during the three previous years (2005 to 2007) as shown in **Table 1**. These thresholds represent the allowable increase in NO_2 and CO ambient concentrations above current levels that could occur in SRA 10 without causing or contributing to

3 South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, (2008).

4 Ibid.

exceedances of the California Ambient Air Quality Standards (CAAQS). For reference, the applicable CAAQS are also shown in **Table 2**.

Table 2
Localized Significance Criteria

Pollutant	Averaging Period	CAAQS/NAAQS[1] μg/m³	CAAQS/NAAQS[1] ppm	Peak Conc. in ppm	LST Criteria[2] μg/m³	LST Criteria[2] ppm
Respireable Particulate Matter (PM_{10})	24 hours	50	NA	NA	10.4	NA
Fine Particulate Matter ($PM_{2.5}$)	24 hours	35	NA	NA	10.4	NA
Nitrogen Dioxide (NO_2)	1 hour	338	0.18	0.10	150	0.08
Carbon Monoxide (CO)	1 hour	23,000	20	4	18,310	16
Carbon Monoxide (CO)	8 hours	10,000	9.0	2.5	7,438	6.5

Sources: South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, *(2008).*
Notes: ppm = parts per million; μg/m³ = micrograms per cubic meter; NA = not applicable
[1] *California has not adopted a 24-hour AAQS for $PM_{2.5}$; the 24-hour $PM_{2.5}$ AAQS shown is the national standard. All other standards are the California standards.*
[2] *LST Criteria for NO_2 and CO are the differences between CAAQS and the Peak Concentration.*

2.0 CALCULATION OF EMISSIONS

Unmitigated construction emissions during grading and other earthwork activities were estimated based on the URBEMIS2007 (Version 9.2.4) Environmental Management Software. Model input parameters were based on information and activity levels provided by the applicant. Where information was not available, model default values recommended by the SCAQMD or data from similar Projects were used. The results indicate that on-site maximum anticipated daily emissions of PM_{10}, $PM_{2.5}$, NO_X, and CO are anticipated to occur in 2010 during the grading phase of construction. The key construction emission estimation assumptions for the peak emission-generating phase are as follows:

Grading

- Anticipated grading schedule: February 2010 to May 2010;
- Maximum daily equipment: 2 Excavators, 2 Graders, 2 Rubber Tired Dozers, 2 Rubber Tired Loaders, and 1 Water Truck;
- Maximum daily acreage disturbed: 0.24 acres;
- Dust control measures: As required by SCAQMD Rule 403.

The maximum daily emissions that could occur on the Project site from any construction time period were selected for each pollutant for the LST analysis. In theory, the maximum for each pollutant could

occur during a separate phase of construction; however, in this case, the maximum emissions occurred during the grading phase. Only emissions from on-site equipment and activity were considered in the analysis, as per the LST Methodology. **Table 3, Estimated Construction Emissions Associated with the Project**, presents these estimated construction emissions for PM_{10}, $PM_{2.5}$, NO_x, and CO.

Table 3
Estimated Construction Emissions Associated with the Project

Pollutant	Maximum Daily Emissions (pounds per day)	
	Fugitive Dust	Onsite Mobile Sources
Respireable Particulate Matter (PM_{10})	10.89	3.95
Fine Particulate Matter ($PM_{2.5}$)	2.28	3.64
Nitrogen Dioxide (NO_2)	–	80.32
Carbon Monoxide (CO)	–	42.64

Source: Construction emissions were estimated based on URBEMIS2007 (Version 9.2.4). Emissions reflect the worst-case scenario (i.e., highest daily emissions associated with the Project). The worst-case daily emissions may occur in different construction phases.

3.0 LOCALIZED SIGNIFICANCE THRESHOLD ANALYSIS

3.1 Modeling Approach

Per the recommendation of the SCAQMD, ambient PM_{10}, $PM_{2.5}$, NO_2, and CO concentrations due to the construction of the Project were analyzed using methods described in its *Final Localized Significance Threshold Methodology*.[5] The SCAQMD-approved dispersion model, Industrial Source Complex – Short Term (ISCST3),[6] was used to model the air quality impacts of PM_{10}, $PM_{2.5}$, NO_2, and CO emissions. ISCST3 can estimate the air quality impacts of single or multiple point, area, or volume sources using historical meteorological conditions. Volume sources were used to represent the emissions from trucks and heavy-duty construction equipment. Area sources were used to model fugitive dust emissions of PM_{10} and $PM_{2.5}$.

5 South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, (2008).

6 Lakes Environmental ISC-AERMOD VIEW Software (Version 5.9.0)

For the purpose of the dispersion modeling, the maximum daily emissions that could occur due to construction activities from any construction phase were selected for the LST analysis. It was assumed that an average workday was 8 hours. Therefore, the maximum daily emissions were divided by 8 to obtain maximum emission rates in units of pounds per hour.

3.1.1 Sources and Receptors

Volume sources were used to represent emissions from construction equipment. Volume sources were placed in areas where construction activity is anticipated to occur. The volume sources covered approximately 3.82-acres representing the maximum daily disturbed area on any given day. An area source was co-located with the volume sources to model fugitive dust emissions of PM_{10} and $PM_{2.5}$. Two groups of sources were modeled to determine the maximum impacts at nearby receptors. One source group was located in the northern portion of the Project site near to existing receptors to the north. A second source group was located at the southern edge of the Project site to model impacts at the existing receptors to the south.

Emissions from heavy-duty vehicles and construction equipment, modeled as volume sources, were given a 5-meter release height, 4.65-meter initial horizontal dimension, and 1.4-meter initial vertical direction. Fugitive dust emissions from grading activities, modeled as area sources, were given a ground-level release height and a 1-meter initial vertical dimension. There parameters are standard values for use in volume and area sources.

Discrete Cartesian receptors were used to determine air quality impacts in the vicinity of the Project site. Near-field receptors were placed at 25-meter intervals outside the boundary of the Project site to a distance of 500 meters. Extended-field receptors were spaced 50 meters apart out to 1.0 kilometers and 100 meters apart out to 2.0 kilometers in order to cover other nearby receptors. Flagpole receptors were given a height of 2 meters, as recommended in the *Final Localized Significance Threshold Methodology*.[7]

3.1.2 Meteorology and Monitoring Data

Pomona was identified as the nearest meteorological monitoring station for the Project. Monitoring data were obtained from SCAQMD website.[8] For the vicinity of the site, the "Pomona 1981" meteorological data file was selected. In this data set, the surface wind speeds and directions were collected at the SCAQMD's Pomona Monitoring Station (Station ID 54109), while the upper air sounding data used to

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7 South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, (2008) 2-3.

8 South Coast Air Quality Management District, "Meteorological Data for Dispersion Modeling," http://www.aqmd.gov/smog/metdata/MetDataTable1.html. 2005.

estimate hourly mixing heights were gathered from the Ontario International Airport (Station 99999). The surface wind directions are presented graphically in a polar diagram generated by the Wind Rose software. This diagram is shown in **Figure 1, Wind Rose for the Pomona Monitoring Station**.

3.1.3 Model Options

The following SCAQMD model options were selected:

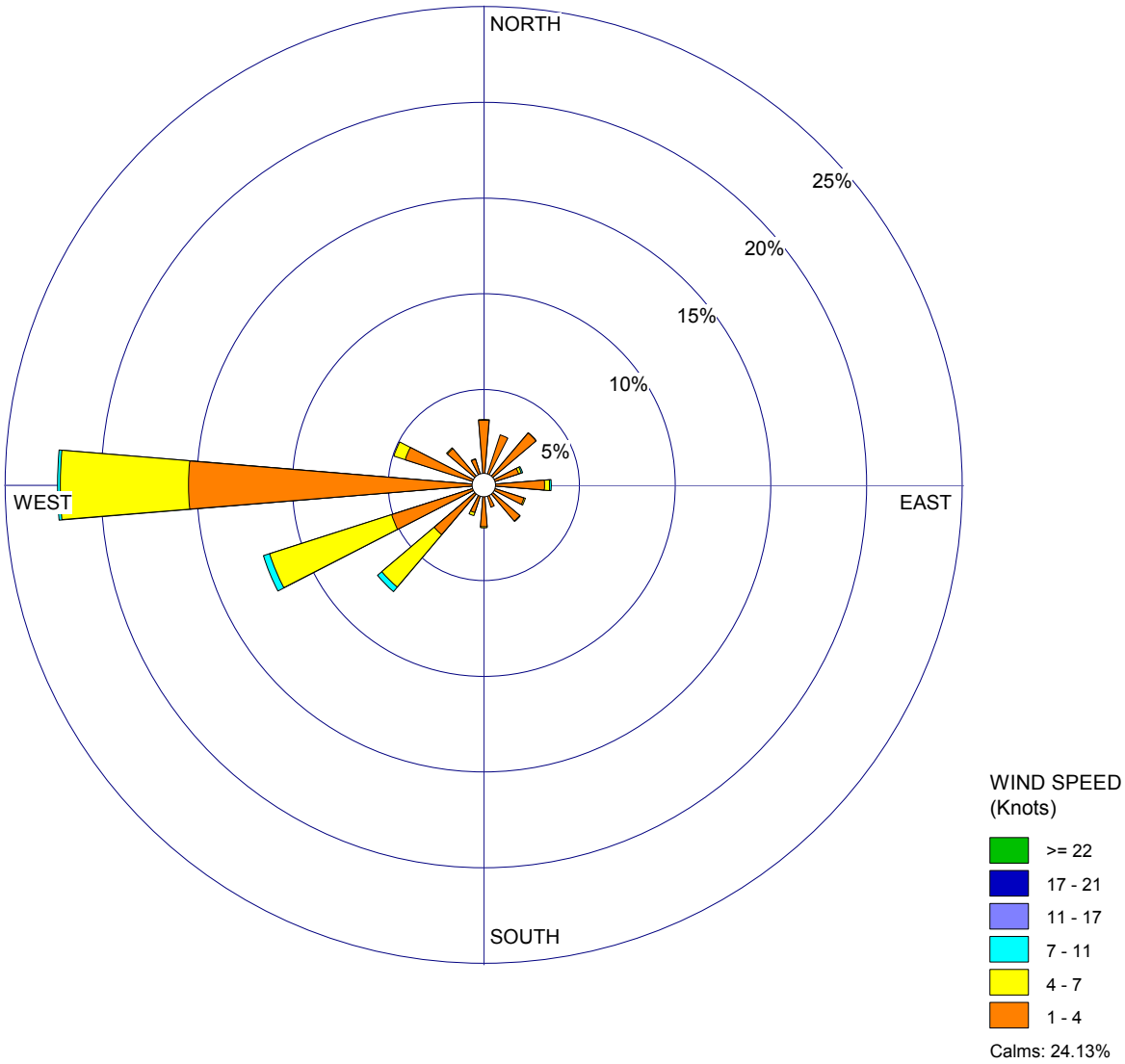
- Urban land use with simple, intermediate and complex terrain;
- No gradual plume rise;
- No stack-tip downwash (the LST analysis does not incorporate point sources);
- Buoyancy-induced dispersion;
- Default vertical wind profile exponents;
- Default vertical potential temperature gradients;
- Dry deposition and dry plume depletion for PM10 only;
- No missing data processing;
- No calms processing; and
- Averaging periods: 1-hour (CO and NO_X), 8-hour (CO), 24-hour (PM_{10} and $PM_{2.5}$).

WIND ROSE PLOT:

POMONA MONITORING STATION

DISPLAY:

Wind Speed
Direction (blowing from)



COMMENTS:	DATA PERIOD:	COMPANY NAME:	
	1981 **Jan 1 - Dec 31** **00:00 - 23:00**	**Impact Sciences, Inc.**	
	CALM WINDS:	TOTAL COUNT:	
	24.13%	**8760 hrs.**	
	AVG. WIND SPEED:	DATE:	PROJECT NO.:
	2.35 Knots	**1/12/2009**	

SOURCE: WRPLOT View - Lakes Environmental Software

FIGURE **1**

Wind Rose for the Pomona Monitoring Station

291-006•01/09

3.1.4 Terrain Data

Terrain heights for all receptors were derived from digital terrain elevations developed by the US Geological Survey by using its Digital Elevation Model (DEM). The DEM data provides terrain elevations with 1-meter vertical resolution and 10-meter horizontal resolution based on a Universal Transverse Mercator (UTM) coordinate system. The UTM coordinates are referenced to either the World Geodetic System of 1984 (WGS 84) or the North American Datum of 1983 (NAD 83). For each receptor location, the terrain elevation was set to the elevation for the closest DEM grid point.

3.2 Modeling Results

3.2.1 Adjustment to NO_2 Impacts

The SCAQMD's *LST Methodology* discusses an adjustment of the NO_2 impacts due to the fact that most of NO_X in the combustion exhaust will occur in the form of nitric oxide (NO), rather than as NO_2. Nitric oxide is converted in the atmosphere through chemical reactions to NO_2. The LST methodology discusses this adjustment as follows:

> *NO_X emissions are simulated in the air quality dispersion model and the NO_2 conversion rate is treated by a NO_2-to-NO_X ratio, which is a function of downwind distance. Initially, it is assumed that only 5 percent of the emitted NO_X is NO_2. At 5,000 meters downwind, 100 percent conversion of NO-to-NO_2 is assumed.*[9]

Table 4, NO_2-toNO_X Ratio as a Function of Downwind Distance, from the *LST Methodology*, demonstrates how the NO_2-to-NO_X ratio varies with distance from the source. To determine the NO_2-to-NO_X ratios for this analysis, the maximum impacted residential and school receptors were determined. The distance from the center of the source area to the particular receptor was determined and each corresponding NO_2-to-NO_X ratio from **Table 4** was applied to the modeled concentrations. Ratios at distances between the values in **Table 4** were interpolated. The NO_2-to-NO_X ratio calculations are presented in **Appendix B**.

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9 South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, (2003) 2-8. The NO_2 conversion rates are adapted by the SCAQMD from Arellano, J.V., A.M. Talmon, and P.J.H. Builtjes, "A Chemically Reactive Plume Model for the NO-NO_2-O_3 System," Atmospheric Environment 24A, 2237-2246.

Table 4
NO2-to-NOX Ratio as a Function of Downwind Distance

Downwind Distance (meters)	NO_2-to-NO_X Ratio
20	0.053
50	0.059
70	0.064
100	0.074
200	0.114
500	0.258
1,000	0.467
2,000	0.750
3,000	0.900
4,000	0.978
5,000	1.000

Source: South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, *(2008) Table 2-4, p. 2-9.*

3.2.2 Project-Specific Impacts

Table 5, Modeling Results – Maximum Impacts at Residential Receptors and **Table 6, Modeling Results – Maximum Impacts at Sensitive Receptors**, shows the maximum PM_{10}, $PM_{2.5}$, NO_2, and CO concentrations at residential and sensitive receptors due to emissions associated with the Project. When the results of the modeling analysis are compared to the threshold, maximum PM_{10} and $PM_{2.5}$ concentrations are estimated to exceed the threshold of 10.4 μg/m^3 at residential receptors during the on-site construction activity. The PM_{10} and $PM_{2.5}$ thresholds are not expected to be exceeded at sensitive receptors during the construction activity. The modeling analysis indicates that CO is not expected to exceed the threshold of 18,310 μg/m^3 (1-hour average) and 7,438 μg/m^3 (8-hour average) at any receptor. In addition, the modeling analysis indicates that NO_2 concentrations would not exceed the threshold of 150 μg/m^3 (1-hour average) at any receptor.

A summary of these results is presented below in **Table 5** and **Table 6**. It should be noted that the NO_2 concentrations reflect the use of the SCAQMD guidance on NO_X-to-NO_2 conversion, as outlined in the previous section.

Table 5
Modeling Results – Maximum Impacts at Residential Receptors

Pollutant	Averaging Period	Model Results µg/m³	Model Results ppm	LST Criteria[1] µg/m³	LST Criteria[1] ppm	Exceeds Threshold?
Respirable Particulate Matter (PM_{10})	24 hours	29.40	NA	10.4	NA	**YES**
Fine Particulate Matter ($PM_{2.5}$)	24 hours	12.45	NA	10.4	NA	**YES**
Nitrogen Dioxide (NO_2)	1 hour	58.54	0.03	150	0.08	NO
Carbon Monoxide (CO)	1 hour	370.02	0.32	18,310	16	NO
Carbon Monoxide (CO)	8 hours	260.31	0.23	7,438	6.5	NO

Source: Impact Sciences, Inc., (2008).
Note: ppm = parts per million; NA = not applicable
[1] *South Coast Air Quality Management District,* Final Localized Significance Threshold Methodology, *(2008).*
The maximum impacts were observed at the residential areas north and east of the Project site.

Table 6
Modeling Results – Maximum Impacts at Sensitive Receptors

Pollutant	Averaging Period	Model Results µg/m³	Model Results Ppm	LST Criteria[1] µg/m³	LST Criteria[1] ppm	Exceeds Threshold?
Respirable Particulate Matter (PM_{10})	24 hours	0.81	NA	10.4	NA	NO
Fine Particulate Matter ($PM_{2.5}$)	24 hours	0.35	NA	10.4	NA	NO
Nitrogen Dioxide (NO_2)	1 hour	15.82	0.01	150	0.08	NO
Carbon Monoxide (CO)	1 hour	29.67	0.03	18,310	16	NO
Carbon Monoxide (CO)	8 hours	7.43	0.01	7,438	6.5	NO

Source: Impact Sciences, Inc., (2008).
Note: ppm = parts per million; NA = not applicable
[1] *South Coast Air Quality Management District,* Final Localized Significance Threshold Methodology, *(2008).*
The maximum impacts were observed at Ybarra Elementary School, approximately 0.34 miles north of the Project site.

3.2.3 Mitigated Project-Specific Impacts

Dispersion modeling was also conducted for the mitigated case for both PM_{10} and$PM_{2.5}$. As discussed in **Section 5.4, Air Quality**, of the Draft Environmental Impact Report (DEIR), the Project would implement fugitive dust control measures consistent with SCAQMD Rule 403. The maximum mitigated daily emissions of PM_{10} and $PM_{2.5}$ are presented below in **Table 7, Mitigated Construction Emissions Associated with the Project**.

Table 7
Mitigated Construction Emissions Associated with the Project

Pollutant	Maximum Mitigated Daily Emissions (pounds per day)	
	Fugitive Dust	Onsite Mobile Sources
Respirable Particulate Matter (PM_{10})	3.71	3.95
Fine Particulate Matter ($PM_{2.5}$)	0.77	3.64

Source: Construction emissions were estimated based on URBEMIS2007 (Version 9.2.4).

The model was run using the same methodologies described above. A summary of the mitigated results is presented below in **Table 8, Modeling Results – Maximum Mitigated Impacts**.

Table 8
Modeling Results – Maximum Mitigated Impacts

Pollutant	Averaging Period	Model Results		LST Criteria[1]		Exceeds Threshold?
		μg/m³	ppm	μg/m³	ppm	
Respirable Particulate Matter (PM_{10})	24 hours	15.11	NA	10.4	NA	**YES**
Fine Particulate Matter ($PM_{2.5}$)	24 hours	9.11	NA	10.4	NA	NO

Source: Impact Sciences, Inc., (2008).
Note: ppm = parts per million; NA = not applicable
[1] *South Coast Air Quality Management District,* Final Localized Significance Threshold Methodology, *(2008).*
The maximum impacts were observed at the residential area east of the Project site.

4.0 CONCLUSIONS

The results of the modeling analysis indicate that the maximum PM_{10} and $PM_{2.5}$ concentrations are estimated to exceed the threshold of 10.4 μg/m³ at nearby residential receptors during the on-site construction activity. With mitigation, the $PM_{2.5}$ impacts would be reduced to a less than significant level. The PM_{10} and $PM_{2.5}$ threshold is not expected to be exceeded at sensitive receptors during the construction activity. Additionally, the thresholds for CO and NO_2, are not expected to be exceeded at any receptor due to construction activity. The PM_{10} impact implies that the localized project emissions of concern are fugitive dust emissions. The project should implement all feasible fugitive dust control mitigation measures, as recommended by SCAQMD Rule 403 (Fugitive Dust).

APPENDIX A

Summary of ISCST3 Modeling Emissions and Results

The Canyon Residences Project
ISCST3 - Model Emission Rate Inputs

Table LST-1
LST Emission Rates

Project Component	Model Source Group	Averaging Period (Hours)	Number of Volume Sources (Exhaust)	Number of Area Sources (Dust)	Modeled Emission Rate														
					CO		NOx		PM10	PM10 (DPM)		PM10 (Dust)		PM2.5	PM2.5 (DPM)		PM2.5 (Dust)	
					lbs/day	g/s	lbs/day	g/s	lbs/day	lbs/day	g/s	lbs/day	g/s	lbs/day	lbs/day	g/s	lbs/day	g/s
North 3.92 Acre Area*																		
	VOL1-9	8	28	0	42.64	2.40E-02	80.32	4.52E-02	14.84	3.95	2.22E-03			5.92	3.64	2.05E-03		
	Area1	8	0	1								10.89	1.72E-01				2.28	3.59E-02
South 3.92 Acre Area*																		
	VOL10-18	8	28	0	42.64	2.40E-02	80.32	4.52E-02	14.84	3.95	2.22E-03			5.92	3.64	2.05E-03		
	Area2	8	0	1								10.89	1.72E-01				2.28	3.59E-02

Note: Maximum CO and NO_X emissions are associated with the concurent construction activity from building construction and paving. Maximum PM10 and PM2.5 emissions are associated with grading and excavation.
** For modeling purposes, two source groups were analyzed. One was located at the northern end of the project site and a second was located at the southern end of the project site to determine impacts at the downwind receptors.*

Table LST-2
PM_{10} Dry Depletion Parameters

Microns	Fraction	Density
1	0.0787	2.3
2.5	0.1292	2.3
10	0.7922	2.3

Source: South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, (2008).

The Canyon Residences Project
ISCST3 - Model Results

Table LST-3
Maximum Modeled Impacts at Sensitive Receptors and NO_2 Conversion

Project Component	Model Source Group	Receptor Type	Modeled Impacts at Sensitive Receptors (All Source Groups)				
			CO		NO_X	PM_{10}	$PM_{2.5}$
			1-Hr µg/m^3	8-Hr µg/m^3	1-Hr µg/m^3	24-Hr µg/m^3	24-Hr µg/m^3
North	VOL1-25, Area1	Residential	327.50	169.17	616.79	23.57	9.03
North	VOL1-25, Area1	School	29.67	7.43	55.88	0.81	0.35
South	VOL26-50, Area2	Residential	370.02	260.31	696.87	29.40	12.45
South	VOL26-50, Area2	School	19.4	4.18	36.54	0.46	0.20

Project Component	Model Source Group	Receptor Type	Maximum Modeled Impacts at Sensitive Receptors						
			CO				NO_X	PM_{10}	$PM_{2.5}$
			1-Hr		8-Hr		1-Hr	24-Hr	24-Hr
			µg/m^3	ppm	µg/m^3	ppm	µg/m^3	µg/m^3	µg/m^3
South	VOL26-50, Area2	Residential	370.02	0.32	260.31	0.23	696.87	29.40	12.45
North	VOL1-25, Area1	School	29.67	0.03	7.43	0.01	55.88	0.81	0.35

Project Component	Model Source Group	Receptor Type	Conversion to NO_2				
			NO_X 1-Hr µg/m^3	NO_2-NO_X Distance meters	NO_2-NO_X Ratio	NO_2 1-Hr µg/m^3	ppm
North	VOL1-25, Area1	Residential	616.79	140	0.090	55.51	0.03
North	VOL1-25, Area1	School	55.88	560	0.283	15.82	0.01
South	VOL26-50, Area2	Residential	696.87	130	0.084	58.54	0.03
South	VOL26-50, Area2	School	36.54	750	0.363	13.25	0.01

Source: Lakes Environmental, ISC-AERMOD View, Version 5.9.0

The Canyon Residences Project
ISCST3 - Model Emission Rate Inputs

Table LST-4
LST Emission Rates

Project Component	Model Source Group	Averaging Period (Hours)	Number of Volume Sources (Exhaust)	Number of Area Sources (Dust)	Modeled Emission Rate									
					PM10	PM10 (DPM)		PM10 (Dust)		PM2.5	PM2.5 (DPM)		PM2.5 (Dust)	
					lbs/day	lbs/day	g/s	lbs/day	g/s	lbs/day	lbs/day	g/s	lbs/day	g/s
North 3.92 Acre Area*														
	VOL1-9	8	28	0	7.66	3.95	2.22E-03			4.41	3.64	2.05E-03		
	Area1	8	0	1				3.71	5.84E-02				0.77	1.21E-02
South 3.92 Acre Area*														
	VOL10-18	8	28	0	7.66	3.95	2.22E-03			4.41	3.64	2.05E-03		
	Area2	8	0	1				3.71	5.84E-02				0.77	1.21E-02

Note: Maximum CO and NO_X emissions are associated with the concurent construction activity from building construction and paving. Maximum PM10 and PM2.5 emissions are associated
** For modeling purposes, two source groups were analyzed. One was located at the northern end of the project site and a second was located at the southern end of the project site to*

Table LST-5
PM_{10} Dry Depletion Parameters

Microns	Fraction	Density
1	0.0787	2.3
2.5	0.1292	2.3
10	0.7922	2.3

Source: South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology* , (2008).

The Canyon Residences Project
ISCST3 - Model Results

Table LST-6
Maximum Modeled Impacts at Sensitive Receptors and NO_2 Conversion

Project Component	Model Source Group	Receptor Type	Modeled Impacts at Sensitive Receptors (All Source Groups)	
			PM_{10} 24-Hr µg/m^3	$PM_{2.5}$ 24-Hr µg/m^3
North	VOL1-25, Area1	Residential	11.38	6.19
South	VOL26-50, Area2	Residential	15.11	9.11

Project Component	Model Source Group	Receptor Type	Maximum Modeled Impacts at Sensitive Receptors	
			PM_{10} 24-Hr µg/m^3	$PM_{2.5}$ 24-Hr µg/m^3
South	VOL26-50, Area2	Residential	15.11	9.11

Source: Lakes Environmental, ISC-AERMOD View, Version 6.2.0

APPENDIX B

Selected ISCST3 Modeling Output
(Complete Modeling Files Available Upon Request)

```
* ISCST3 (02035): C:\ISC-AERMOD\291.06\LST MODEL\CO.ISC
* MODELING OPTIONS USED:
*  CONC                    URBAN ELEV  FLGPOL                            NOCALM
*         PLOT FILE OF  HIGH 1ST  HIGH  1-HR VALUES FOR SOURCE GROUP: SRCGP2
*         FOR A TOTAL OF  5025 RECEPTORS.
*         FORMAT: (3(1X,F13.5),1X,F8.2,3X,A5,2X,A8,2X,A4,6X,A8)
*        X             Y      AVERAGE CONC   ZELEV     AVE     GRP       HIVAL    NET ID
*  ___________  ___________  ____________  _______  _______  ________  ________  ________
   420498.00000 3760660.00000      27.93073   228.40    1-HR  SRCGP2    1ST          NA
   420523.00000 3760660.00000      26.29933   231.65    1-HR  SRCGP2    1ST          NA
   419223.00000 3760685.00000      20.59970   173.12    1-HR  SRCGP2    1ST          NA
   419248.00000 3760685.00000      21.82884   174.28    1-HR  SRCGP2    1ST          NA
   419273.00000 3760685.00000      23.21064   175.84    1-HR  SRCGP2    1ST          NA
   419298.00000 3760685.00000      24.74490   177.93    1-HR  SRCGP2    1ST          NA
   419323.00000 3760685.00000      26.35549   179.58    1-HR  SRCGP2    1ST          NA
   419348.00000 3760685.00000      27.89564   178.50    1-HR  SRCGP2    1ST          NA
   419373.00000 3760685.00000      29.71653   179.71    1-HR  SRCGP2    1ST          NA
   419398.00000 3760685.00000      32.15169   181.32    1-HR  SRCGP2    1ST          NA
   419423.00000 3760685.00000      34.76608   183.07    1-HR  SRCGP2    1ST          NA
   419448.00000 3760685.00000      37.59031   185.60    1-HR  SRCGP2    1ST          NA
   419473.00000 3760685.00000      40.52845   188.04    1-HR  SRCGP2    1ST          NA
   419498.00000 3760685.00000      43.54443   190.52    1-HR  SRCGP2    1ST          NA
   419523.00000 3760685.00000      46.57495   192.45    1-HR  SRCGP2    1ST          NA
   419548.00000 3760685.00000      49.59086   193.44    1-HR  SRCGP2    1ST          NA
   419573.00000 3760685.00000      54.57301   193.38    1-HR  SRCGP2    1ST          NA
   419598.00000 3760685.00000      61.11282   191.70    1-HR  SRCGP2    1ST          NA
   419623.00000 3760685.00000      67.63112   190.22    1-HR  SRCGP2    1ST          NA
   419648.00000 3760685.00000      74.14316   189.52    1-HR  SRCGP2    1ST          NA
   419673.00000 3760685.00000      81.01884   188.28    1-HR  SRCGP2    1ST          NA
   419698.00000 3760685.00000      88.61141   188.27    1-HR  SRCGP2    1ST          NA
   419723.00000 3760685.00000      98.93500   189.26    1-HR  SRCGP2    1ST          NA
   419748.00000 3760685.00000     108.92999   188.19    1-HR  SRCGP2    1ST          NA
   419773.00000 3760685.00000     121.33071   188.15    1-HR  SRCGP2    1ST          NA
   419798.00000 3760685.00000     136.31830   188.19    1-HR  SRCGP2    1ST          NA
   419823.00000 3760685.00000     154.84859   188.22    1-HR  SRCGP2    1ST          NA
   419848.00000 3760685.00000     180.63014   188.98    1-HR  SRCGP2    1ST          NA
   419873.00000 3760685.00000     221.88463   190.58    1-HR  SRCGP2    1ST          NA
   419898.00000 3760685.00000     275.61023   192.12    1-HR  SRCGP2    1ST          NA
   419998.00000 3760685.00000     370.01678   189.46    1-HR  SRCGP2    1ST          NA
   420023.00000 3760685.00000     318.71252   193.29    1-HR  SRCGP2    1ST          NA
   420048.00000 3760685.00000     252.28639   196.09    1-HR  SRCGP2    1ST          NA
   420073.00000 3760685.00000     196.43562   200.18    1-HR  SRCGP2    1ST          NA
   420098.00000 3760685.00000     164.56886   205.29    1-HR  SRCGP2    1ST          NA
   420123.00000 3760685.00000     135.63708   207.70    1-HR  SRCGP2    1ST          NA
   420148.00000 3760685.00000     116.04435   206.67    1-HR  SRCGP2    1ST          NA
   420173.00000 3760685.00000     100.19247   205.55    1-HR  SRCGP2    1ST          NA
   420198.00000 3760685.00000      85.71211   206.44    1-HR  SRCGP2    1ST          NA
   420223.00000 3760685.00000      76.48186   207.61    1-HR  SRCGP2    1ST          NA
   420248.00000 3760685.00000      68.59895   208.63    1-HR  SRCGP2    1ST          NA
   420273.00000 3760685.00000      61.47584   210.68    1-HR  SRCGP2    1ST          NA
   420298.00000 3760685.00000      55.38107   211.44    1-HR  SRCGP2    1ST          NA
   420323.00000 3760685.00000      50.23227   212.07    1-HR  SRCGP2    1ST          NA
   420348.00000 3760685.00000      45.56565   213.47    1-HR  SRCGP2    1ST          NA
   420373.00000 3760685.00000      41.34521   218.56    1-HR  SRCGP2    1ST          NA
   420398.00000 3760685.00000      38.31999   219.97    1-HR  SRCGP2    1ST          NA
   420423.00000 3760685.00000      35.53429   222.91    1-HR  SRCGP2    1ST          NA
   420448.00000 3760685.00000      32.97060   226.28    1-HR  SRCGP2    1ST          NA
   420473.00000 3760685.00000      30.61632   227.48    1-HR  SRCGP2    1ST          NA
   420498.00000 3760685.00000      28.55504   229.66    1-HR  SRCGP2    1ST          NA
   420523.00000 3760685.00000      26.66504   232.86    1-HR  SRCGP2    1ST          NA
   419223.00000 3760710.00000      20.74736   171.91    1-HR  SRCGP2    1ST          NA
   419248.00000 3760710.00000      21.97291   172.24    1-HR  SRCGP2    1ST          NA
   419273.00000 3760710.00000      23.39202   174.15    1-HR  SRCGP2    1ST          NA
   419298.00000 3760710.00000      24.96825   175.98    1-HR  SRCGP2    1ST          NA
   419323.00000 3760710.00000      26.58200   176.15    1-HR  SRCGP2    1ST          NA
   419348.00000 3760710.00000      28.38443   176.71    1-HR  SRCGP2    1ST          NA
   419373.00000 3760710.00000      30.52758   178.95    1-HR  SRCGP2    1ST          NA
   419398.00000 3760710.00000      32.83724   180.67    1-HR  SRCGP2    1ST          NA
   419423.00000 3760710.00000      35.42592   182.05    1-HR  SRCGP2    1ST          NA
   419448.00000 3760710.00000      38.22707   183.41    1-HR  SRCGP2    1ST          NA
   419473.00000 3760710.00000      41.27159   185.12    1-HR  SRCGP2    1ST          NA
```

```
* ISCST3 (02035): C:\ISC-AERMOD\291.06\LST MODEL\CO.ISC
* MODELING OPTIONS USED:
*  CONC                    URBAN ELEV  FLGPOL                            NOCALM
*         PLOT FILE OF  HIGH 1ST  HIGH  1-HR VALUES FOR SOURCE GROUP: SRCGP1
*         FOR A TOTAL OF  5025 RECEPTORS.
*         FORMAT: (3(1X,F13.5),1X,F8.2,3X,A5,2X,A8,2X,A4,6X,A8)
*        X             Y      AVERAGE CONC   ZELEV     AVE     GRP       HIVAL    NET ID
*  ___________  ___________  ____________  _______  ______  ________  ________  ________
   419998.00000 3761410.00000      45.78506   177.23    1-HR  SRCGP1    1ST         NA
   420023.00000 3761410.00000      44.39953   177.59    1-HR  SRCGP1    1ST         NA
   420048.00000 3761410.00000      42.08644   177.76    1-HR  SRCGP1    1ST         NA
   420073.00000 3761410.00000      41.65644   177.72    1-HR  SRCGP1    1ST         NA
   420098.00000 3761410.00000      40.06180   177.22    1-HR  SRCGP1    1ST         NA
   420123.00000 3761410.00000      38.45506   177.72    1-HR  SRCGP1    1ST         NA
   420148.00000 3761410.00000      36.92506   179.73    1-HR  SRCGP1    1ST         NA
   420173.00000 3761410.00000      35.24370   181.05    1-HR  SRCGP1    1ST         NA
   420198.00000 3761410.00000      33.69725   181.90    1-HR  SRCGP1    1ST         NA
   420223.00000 3761410.00000      32.00467   182.49    1-HR  SRCGP1    1ST         NA
   420248.00000 3761410.00000      30.57388   183.27    1-HR  SRCGP1    1ST         NA
   420273.00000 3761410.00000      28.72283   184.32    1-HR  SRCGP1    1ST         NA
   420298.00000 3761410.00000      27.68941   184.87    1-HR  SRCGP1    1ST         NA
   420323.00000 3761410.00000      25.87291   184.91    1-HR  SRCGP1    1ST         NA
   420348.00000 3761410.00000      24.94815   185.11    1-HR  SRCGP1    1ST         NA
   420373.00000 3761410.00000      23.80681   185.57    1-HR  SRCGP1    1ST         NA
   420398.00000 3761410.00000      22.70538   185.78    1-HR  SRCGP1    1ST         NA
   420423.00000 3761410.00000      21.63220   186.36    1-HR  SRCGP1    1ST         NA
   420448.00000 3761410.00000      20.62117   186.72    1-HR  SRCGP1    1ST         NA
   420473.00000 3761410.00000      19.57384   187.35    1-HR  SRCGP1    1ST         NA
   420498.00000 3761410.00000      18.77399   187.92    1-HR  SRCGP1    1ST         NA
   420523.00000 3761410.00000      17.92321   188.68    1-HR  SRCGP1    1ST         NA
   419223.00000 3761435.00000      17.62513   156.99    1-HR  SRCGP1    1ST         NA
   419248.00000 3761435.00000      18.42636   157.54    1-HR  SRCGP1    1ST         NA
   419273.00000 3761435.00000      19.23296   157.90    1-HR  SRCGP1    1ST         NA
   419298.00000 3761435.00000      20.00477   158.46    1-HR  SRCGP1    1ST         NA
   419323.00000 3761435.00000      20.96384   158.94    1-HR  SRCGP1    1ST         NA
   419348.00000 3761435.00000      21.68125   159.42    1-HR  SRCGP1    1ST         NA
   419373.00000 3761435.00000      22.85631   159.86    1-HR  SRCGP1    1ST         NA
   419398.00000 3761435.00000      23.87209   160.36    1-HR  SRCGP1    1ST         NA
   419423.00000 3761435.00000      24.89555   160.65    1-HR  SRCGP1    1ST         NA
   419448.00000 3761435.00000      25.94489   160.98    1-HR  SRCGP1    1ST         NA
   419473.00000 3761435.00000      27.18705   162.10    1-HR  SRCGP1    1ST         NA
   419498.00000 3761435.00000      28.38071   162.81    1-HR  SRCGP1    1ST         NA
   419523.00000 3761435.00000      29.67163   163.95    1-HR  SRCGP1    1ST         NA
   419548.00000 3761435.00000      31.07496   165.78    1-HR  SRCGP1    1ST         NA
   419573.00000 3761435.00000      32.64241   168.53    1-HR  SRCGP1    1ST         NA
   419598.00000 3761435.00000      34.14868   170.79    1-HR  SRCGP1    1ST         NA
   419623.00000 3761435.00000      35.26025   170.39    1-HR  SRCGP1    1ST         NA
   419648.00000 3761435.00000      35.95529   167.20    1-HR  SRCGP1    1ST         NA
   419673.00000 3761435.00000      35.81138   160.53    1-HR  SRCGP1    1ST         NA
   419698.00000 3761435.00000      36.00053   158.85    1-HR  SRCGP1    1ST         NA
   419723.00000 3761435.00000      38.43105   163.63    1-HR  SRCGP1    1ST         NA
   419748.00000 3761435.00000      39.91241   166.03    1-HR  SRCGP1    1ST         NA
   419773.00000 3761435.00000      41.13222   167.92    1-HR  SRCGP1    1ST         NA
   419798.00000 3761435.00000      42.09833   169.60    1-HR  SRCGP1    1ST         NA
   419823.00000 3761435.00000      42.21671   170.26    1-HR  SRCGP1    1ST         NA
   419848.00000 3761435.00000      43.15614   170.29    1-HR  SRCGP1    1ST         NA
   419873.00000 3761435.00000      43.25224   170.35    1-HR  SRCGP1    1ST         NA
   419898.00000 3761435.00000      43.30730   171.26    1-HR  SRCGP1    1ST         NA
   419923.00000 3761435.00000      42.27973   172.02    1-HR  SRCGP1    1ST         NA
   419948.00000 3761435.00000      42.25303   172.93    1-HR  SRCGP1    1ST         NA
   419973.00000 3761435.00000      42.56446   174.40    1-HR  SRCGP1    1ST         NA
   419998.00000 3761435.00000      41.86919   176.41    1-HR  SRCGP1    1ST         NA
   420023.00000 3761435.00000      40.90949   176.29    1-HR  SRCGP1    1ST         NA
   420048.00000 3761435.00000      38.42731   176.83    1-HR  SRCGP1    1ST         NA
   420073.00000 3761435.00000      38.24205   175.47    1-HR  SRCGP1    1ST         NA
   420098.00000 3761435.00000      36.66487   175.32    1-HR  SRCGP1    1ST         NA
   420123.00000 3761435.00000      35.81834   177.38    1-HR  SRCGP1    1ST         NA
   420148.00000 3761435.00000      34.53590   179.85    1-HR  SRCGP1    1ST         NA
   420173.00000 3761435.00000      33.16963   182.57    1-HR  SRCGP1    1ST         NA
   420198.00000 3761435.00000      31.53380   182.83    1-HR  SRCGP1    1ST         NA
   420223.00000 3761435.00000      30.29715   183.32    1-HR  SRCGP1    1ST         NA
```

```
* ISCST3 (02035): C:\ISC-AERMOD\291.06\LST MODEL\CO.ISC
* MODELING OPTIONS USED:
*  CONC                    URBAN ELEV  FLGPOL                            NOCALM
*         PLOT FILE OF  HIGH 1ST  HIGH  8-HR VALUES FOR SOURCE GROUP: SRCGP2
*         FOR A TOTAL OF  5025 RECEPTORS.
*         FORMAT: (3(1X,F13.5),1X,F8.2,3X,A5,2X,A8,2X,A4,6X,A8)
*        X             Y      AVERAGE CONC   ZELEV     AVE     GRP       HIVAL    NET ID
*  ___________  ___________  ____________  _______  _______  ________  ________  ________
   420348.00000 3760760.00000      19.42793   233.85    8-HR  SRCGP2    1ST          NA
   420373.00000 3760760.00000      17.63763   237.83    8-HR  SRCGP2    1ST          NA
   420398.00000 3760760.00000      16.09217   242.13    8-HR  SRCGP2    1ST          NA
   420423.00000 3760760.00000      14.74801   245.24    8-HR  SRCGP2    1ST          NA
   420448.00000 3760760.00000      13.57101   248.72    8-HR  SRCGP2    1ST          NA
   420473.00000 3760760.00000      12.53408   251.50    8-HR  SRCGP2    1ST          NA
   420498.00000 3760760.00000      11.61545   252.54    8-HR  SRCGP2    1ST          NA
   420523.00000 3760760.00000      10.79749   254.44    8-HR  SRCGP2    1ST          NA
   419223.00000 3760785.00000       7.55311   169.48    8-HR  SRCGP2    1ST          NA
   419248.00000 3760785.00000       8.04031   169.44    8-HR  SRCGP2    1ST          NA
   419273.00000 3760785.00000       8.59950   170.19    8-HR  SRCGP2    1ST          NA
   419298.00000 3760785.00000       9.23087   171.26    8-HR  SRCGP2    1ST          NA
   419323.00000 3760785.00000       9.96231   173.11    8-HR  SRCGP2    1ST          NA
   419348.00000 3760785.00000      10.78457   174.97    8-HR  SRCGP2    1ST          NA
   419373.00000 3760785.00000      11.69774   176.43    8-HR  SRCGP2    1ST          NA
   419398.00000 3760785.00000      12.73431   177.92    8-HR  SRCGP2    1ST          NA
   419423.00000 3760785.00000      13.86991   178.39    8-HR  SRCGP2    1ST          NA
   419448.00000 3760785.00000      15.12881   178.17    8-HR  SRCGP2    1ST          NA
   419473.00000 3760785.00000      16.54715   177.69    8-HR  SRCGP2    1ST          NA
   419498.00000 3760785.00000      18.31871   178.99    8-HR  SRCGP2    1ST          NA
   419523.00000 3760785.00000      20.48507   181.37    8-HR  SRCGP2    1ST          NA
   419548.00000 3760785.00000      22.86155   181.84    8-HR  SRCGP2    1ST          NA
   419573.00000 3760785.00000      25.52524   181.15    8-HR  SRCGP2    1ST          NA
   419598.00000 3760785.00000      28.51317   179.79    8-HR  SRCGP2    1ST          NA
   419623.00000 3760785.00000      32.23198   179.52    8-HR  SRCGP2    1ST          NA
   419648.00000 3760785.00000      37.02161   180.31    8-HR  SRCGP2    1ST          NA
   419673.00000 3760785.00000      42.94539   181.19    8-HR  SRCGP2    1ST          NA
   419698.00000 3760785.00000      50.05613   181.67    8-HR  SRCGP2    1ST          NA
   419723.00000 3760785.00000      58.99585   182.38    8-HR  SRCGP2    1ST          NA
   419748.00000 3760785.00000      69.82985   182.93    8-HR  SRCGP2    1ST          NA
   419773.00000 3760785.00000      83.74109   183.92    8-HR  SRCGP2    1ST          NA
   419798.00000 3760785.00000     102.06797   185.21    8-HR  SRCGP2    1ST          NA
   419823.00000 3760785.00000     134.25017   188.00    8-HR  SRCGP2    1ST          NA
   419998.00000 3760785.00000     260.30859   191.95    8-HR  SRCGP2    1ST          NA
   420023.00000 3760785.00000     174.04324   193.15    8-HR  SRCGP2    1ST          NA
   420048.00000 3760785.00000     135.49998   194.65    8-HR  SRCGP2    1ST          NA
   420073.00000 3760785.00000     110.34631   195.92    8-HR  SRCGP2    1ST          NA
   420098.00000 3760785.00000      91.08347   199.70    8-HR  SRCGP2    1ST          NA
   420123.00000 3760785.00000      76.02311   203.40    8-HR  SRCGP2    1ST          NA
   420148.00000 3760785.00000      64.12555   207.68    8-HR  SRCGP2    1ST          NA
   420173.00000 3760785.00000      54.64627   210.96    8-HR  SRCGP2    1ST          NA
   420198.00000 3760785.00000      47.02503   213.83    8-HR  SRCGP2    1ST          NA
   420223.00000 3760785.00000      40.83809   216.94    8-HR  SRCGP2    1ST          NA
   420248.00000 3760785.00000      35.76566   220.90    8-HR  SRCGP2    1ST          NA
   420273.00000 3760785.00000      31.56635   222.59    8-HR  SRCGP2    1ST          NA
   420298.00000 3760785.00000      28.05719   223.90    8-HR  SRCGP2    1ST          NA
   420323.00000 3760785.00000      25.09879   227.71    8-HR  SRCGP2    1ST          NA
   420348.00000 3760785.00000      22.58404   234.08    8-HR  SRCGP2    1ST          NA
   420373.00000 3760785.00000      20.42991   239.57    8-HR  SRCGP2    1ST          NA
   420398.00000 3760785.00000      18.57151   244.47    8-HR  SRCGP2    1ST          NA
   420423.00000 3760785.00000      16.95760   247.24    8-HR  SRCGP2    1ST          NA
   420448.00000 3760785.00000      15.54746   249.64    8-HR  SRCGP2    1ST          NA
   420473.00000 3760785.00000      14.30833   251.55    8-HR  SRCGP2    1ST          NA
   420498.00000 3760785.00000      13.21376   251.76    8-HR  SRCGP2    1ST          NA
   420523.00000 3760785.00000      12.24217   249.52    8-HR  SRCGP2    1ST          NA
   419223.00000 3760810.00000       7.57405   168.51    8-HR  SRCGP2    1ST          NA
   419248.00000 3760810.00000       8.07635   169.02    8-HR  SRCGP2    1ST          NA
   419273.00000 3760810.00000       8.63714   169.71    8-HR  SRCGP2    1ST          NA
   419298.00000 3760810.00000       9.26479   170.54    8-HR  SRCGP2    1ST          NA
   419323.00000 3760810.00000       9.98626   171.96    8-HR  SRCGP2    1ST          NA
   419348.00000 3760810.00000      10.81680   173.91    8-HR  SRCGP2    1ST          NA
   419373.00000 3760810.00000      11.76410   176.10    8-HR  SRCGP2    1ST          NA
   419398.00000 3760810.00000      12.80317   177.42    8-HR  SRCGP2    1ST          NA
```

```
* ISCST3 (02035): C:\ISC-AERMOD\291.06\LST MODEL\CO.ISC
* MODELING OPTIONS USED:
*  CONC                    URBAN ELEV  FLGPOL                            NOCALM
*         PLOT FILE OF  HIGH 1ST  HIGH  8-HR VALUES FOR SOURCE GROUP: SRCGP1
*         FOR A TOTAL OF  5025 RECEPTORS.
*         FORMAT: (3(1X,F13.5),1X,F8.2,3X,A5,2X,A8,2X,A4,6X,A8)
*        X             Y      AVERAGE CONC   ZELEV     AVE     GRP       HIVAL    NET ID
*  ___________  ___________  ____________  _______  _______  ________  ________  ________
   420098.00000 3761410.00000       9.05229   177.22    8-HR  SRCGP1    1ST          NA
   420123.00000 3761410.00000       9.31651   177.72    8-HR  SRCGP1    1ST          NA
   420148.00000 3761410.00000       9.24739   179.73    8-HR  SRCGP1    1ST          NA
   420173.00000 3761410.00000       9.16084   181.05    8-HR  SRCGP1    1ST          NA
   420198.00000 3761410.00000      10.12986   181.90    8-HR  SRCGP1    1ST          NA
   420223.00000 3761410.00000      10.70494   182.49    8-HR  SRCGP1    1ST          NA
   420248.00000 3761410.00000      10.88034   183.27    8-HR  SRCGP1    1ST          NA
   420273.00000 3761410.00000      10.69231   184.32    8-HR  SRCGP1    1ST          NA
   420298.00000 3761410.00000      10.20433   184.87    8-HR  SRCGP1    1ST          NA
   420323.00000 3761410.00000       9.49892   184.91    8-HR  SRCGP1    1ST          NA
   420348.00000 3761410.00000       8.65882   185.11    8-HR  SRCGP1    1ST          NA
   420373.00000 3761410.00000       7.75475   185.57    8-HR  SRCGP1    1ST          NA
   420398.00000 3761410.00000       6.84258   185.78    8-HR  SRCGP1    1ST          NA
   420423.00000 3761410.00000       5.96488   186.36    8-HR  SRCGP1    1ST          NA
   420448.00000 3761410.00000       5.30922   186.72    8-HR  SRCGP1    1ST          NA
   420473.00000 3761410.00000       5.18607   187.35    8-HR  SRCGP1    1ST          NA
   420498.00000 3761410.00000       5.06337   187.92    8-HR  SRCGP1    1ST          NA
   420523.00000 3761410.00000       4.94017   188.68    8-HR  SRCGP1    1ST          NA
   419223.00000 3761435.00000       6.17059   156.99    8-HR  SRCGP1    1ST          NA
   419248.00000 3761435.00000       6.47985   157.54    8-HR  SRCGP1    1ST          NA
   419273.00000 3761435.00000       6.73480   157.90    8-HR  SRCGP1    1ST          NA
   419298.00000 3761435.00000       6.92161   158.46    8-HR  SRCGP1    1ST          NA
   419323.00000 3761435.00000       7.01161   158.94    8-HR  SRCGP1    1ST          NA
   419348.00000 3761435.00000       6.98430   159.42    8-HR  SRCGP1    1ST          NA
   419373.00000 3761435.00000       6.82054   159.86    8-HR  SRCGP1    1ST          NA
   419398.00000 3761435.00000       6.51245   160.36    8-HR  SRCGP1    1ST          NA
   419423.00000 3761435.00000       6.22563   160.65    8-HR  SRCGP1    1ST          NA
   419448.00000 3761435.00000       6.49067   160.98    8-HR  SRCGP1    1ST          NA
   419473.00000 3761435.00000       6.89508   162.10    8-HR  SRCGP1    1ST          NA
   419498.00000 3761435.00000       7.26178   162.81    8-HR  SRCGP1    1ST          NA
   419523.00000 3761435.00000       7.42510   163.95    8-HR  SRCGP1    1ST          NA
   419548.00000 3761435.00000       7.63656   165.78    8-HR  SRCGP1    1ST          NA
   419573.00000 3761435.00000       7.83962   168.53    8-HR  SRCGP1    1ST          NA
   419598.00000 3761435.00000       7.87824   170.79    8-HR  SRCGP1    1ST          NA
   419623.00000 3761435.00000       7.76831   170.39    8-HR  SRCGP1    1ST          NA
   419648.00000 3761435.00000       7.58575   167.20    8-HR  SRCGP1    1ST          NA
   419673.00000 3761435.00000       7.38565   160.53    8-HR  SRCGP1    1ST          NA
   419698.00000 3761435.00000       7.44735   158.85    8-HR  SRCGP1    1ST          NA
   419723.00000 3761435.00000       8.40368   163.63    8-HR  SRCGP1    1ST          NA
   419748.00000 3761435.00000      10.31940   166.03    8-HR  SRCGP1    1ST          NA
   419773.00000 3761435.00000      11.85423   167.92    8-HR  SRCGP1    1ST          NA
   419798.00000 3761435.00000      12.84434   169.60    8-HR  SRCGP1    1ST          NA
   419823.00000 3761435.00000      13.21126   170.26    8-HR  SRCGP1    1ST          NA
   419848.00000 3761435.00000      13.10391   170.29    8-HR  SRCGP1    1ST          NA
   419873.00000 3761435.00000      12.75584   170.35    8-HR  SRCGP1    1ST          NA
   419898.00000 3761435.00000      12.35128   171.26    8-HR  SRCGP1    1ST          NA
   419923.00000 3761435.00000      11.84853   172.02    8-HR  SRCGP1    1ST          NA
   419948.00000 3761435.00000      12.75288   172.93    8-HR  SRCGP1    1ST          NA
   419973.00000 3761435.00000      14.58438   174.40    8-HR  SRCGP1    1ST          NA
   419998.00000 3761435.00000      15.44399   176.41    8-HR  SRCGP1    1ST          NA
   420023.00000 3761435.00000      15.09165   176.29    8-HR  SRCGP1    1ST          NA
   420048.00000 3761435.00000      13.77587   176.83    8-HR  SRCGP1    1ST          NA
   420073.00000 3761435.00000      11.72524   175.47    8-HR  SRCGP1    1ST          NA
   420098.00000 3761435.00000       9.42742   175.32    8-HR  SRCGP1    1ST          NA
   420123.00000 3761435.00000       8.22124   177.38    8-HR  SRCGP1    1ST          NA
   420148.00000 3761435.00000       8.51094   179.85    8-HR  SRCGP1    1ST          NA
   420173.00000 3761435.00000       8.29886   182.57    8-HR  SRCGP1    1ST          NA
   420198.00000 3761435.00000       8.46794   182.83    8-HR  SRCGP1    1ST          NA
   420223.00000 3761435.00000       9.24891   183.32    8-HR  SRCGP1    1ST          NA
   420248.00000 3761435.00000       9.71048   184.86    8-HR  SRCGP1    1ST          NA
   420273.00000 3761435.00000       9.83784   184.57    8-HR  SRCGP1    1ST          NA
   420298.00000 3761435.00000       9.66886   184.18    8-HR  SRCGP1    1ST          NA
   420323.00000 3761435.00000       9.25677   183.87    8-HR  SRCGP1    1ST          NA
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* ISCST3 (02035): C:\ISC-AERMOD\291.06\LST MODEL\NOX.ISC
* MODELING OPTIONS USED:
*  CONC                    URBAN ELEV  FLGPOL                            NOCALM
*         PLOT FILE OF  HIGH 1ST  HIGH  1-HR VALUES FOR SOURCE GROUP: SRCGP2
*         FOR A TOTAL OF  5025 RECEPTORS.
*         FORMAT: (3(1X,F13.5),1X,F8.2,3X,A5,2X,A8,2X,A4,6X,A8)
*        X             Y      AVERAGE CONC   ZELEV     AVE     GRP       HIVAL    NET ID
*  ___________  ___________  ____________  ______  ______  ________  ________  ________
   420423.00000 3760660.00000      66.35870  220.84    1-HR  SRCGP2    1ST         NA
   420448.00000 3760660.00000      61.30722  222.32    1-HR  SRCGP2    1ST         NA
   420473.00000 3760660.00000      56.61996  224.39    1-HR  SRCGP2    1ST         NA
   420498.00000 3760660.00000      52.60288  228.40    1-HR  SRCGP2    1ST         NA
   420523.00000 3760660.00000      49.53040  231.65    1-HR  SRCGP2    1ST         NA
   419223.00000 3760685.00000      38.79611  173.12    1-HR  SRCGP2    1ST         NA
   419248.00000 3760685.00000      41.11098  174.28    1-HR  SRCGP2    1ST         NA
   419273.00000 3760685.00000      43.71337  175.84    1-HR  SRCGP2    1ST         NA
   419298.00000 3760685.00000      46.60290  177.93    1-HR  SRCGP2    1ST         NA
   419323.00000 3760685.00000      49.63618  179.58    1-HR  SRCGP2    1ST         NA
   419348.00000 3760685.00000      52.53677  178.50    1-HR  SRCGP2    1ST         NA
   419373.00000 3760685.00000      55.96613  179.71    1-HR  SRCGP2    1ST         NA
   419398.00000 3760685.00000      60.55235  181.32    1-HR  SRCGP2    1ST         NA
   419423.00000 3760685.00000      65.47613  183.07    1-HR  SRCGP2    1ST         NA
   419448.00000 3760685.00000      70.79507  185.60    1-HR  SRCGP2    1ST         NA
   419473.00000 3760685.00000      76.32860  188.04    1-HR  SRCGP2    1ST         NA
   419498.00000 3760685.00000      82.00867  190.52    1-HR  SRCGP2    1ST         NA
   419523.00000 3760685.00000      87.71616  192.45    1-HR  SRCGP2    1ST         NA
   419548.00000 3760685.00000      93.39612  193.44    1-HR  SRCGP2    1ST         NA
   419573.00000 3760685.00000     102.77917  193.38    1-HR  SRCGP2    1ST         NA
   419598.00000 3760685.00000     115.09579  191.70    1-HR  SRCGP2    1ST         NA
   419623.00000 3760685.00000     127.37196  190.22    1-HR  SRCGP2    1ST         NA
   419648.00000 3760685.00000     139.63632  189.52    1-HR  SRCGP2    1ST         NA
   419673.00000 3760685.00000     152.58548  188.28    1-HR  SRCGP2    1ST         NA
   419698.00000 3760685.00000     166.88483  188.27    1-HR  SRCGP2    1ST         NA
   419723.00000 3760685.00000     186.32758  189.26    1-HR  SRCGP2    1ST         NA
   419748.00000 3760685.00000     205.15147  188.19    1-HR  SRCGP2    1ST         NA
   419773.00000 3760685.00000     228.50615  188.15    1-HR  SRCGP2    1ST         NA
   419798.00000 3760685.00000     256.73285  188.19    1-HR  SRCGP2    1ST         NA
   419823.00000 3760685.00000     291.63150  188.22    1-HR  SRCGP2    1ST         NA
   419848.00000 3760685.00000     340.18671  188.98    1-HR  SRCGP2    1ST         NA
   419873.00000 3760685.00000     417.88275  190.58    1-HR  SRCGP2    1ST         NA
   419898.00000 3760685.00000     519.06604  192.12    1-HR  SRCGP2    1ST         NA
   419998.00000 3760685.00000     696.86505  189.46    1-HR  SRCGP2    1ST         NA
   420023.00000 3760685.00000     600.24194  193.29    1-HR  SRCGP2    1ST         NA
   420048.00000 3760685.00000     475.13940  196.09    1-HR  SRCGP2    1ST         NA
   420073.00000 3760685.00000     369.95380  200.18    1-HR  SRCGP2    1ST         NA
   420098.00000 3760685.00000     309.93808  205.29    1-HR  SRCGP2    1ST         NA
   420123.00000 3760685.00000     255.44984  207.70    1-HR  SRCGP2    1ST         NA
   420148.00000 3760685.00000     218.55019  206.67    1-HR  SRCGP2    1ST         NA
   420173.00000 3760685.00000     188.69580  205.55    1-HR  SRCGP2    1ST         NA
   420198.00000 3760685.00000     161.42448  206.44    1-HR  SRCGP2    1ST         NA
   420223.00000 3760685.00000     144.04082  207.61    1-HR  SRCGP2    1ST         NA
   420248.00000 3760685.00000     129.19469  208.63    1-HR  SRCGP2    1ST         NA
   420273.00000 3760685.00000     115.77950  210.68    1-HR  SRCGP2    1ST         NA
   420298.00000 3760685.00000     104.30102  211.44    1-HR  SRCGP2    1ST         NA
   420323.00000 3760685.00000      94.60412  212.07    1-HR  SRCGP2    1ST         NA
   420348.00000 3760685.00000      85.81532  213.47    1-HR  SRCGP2    1ST         NA
   420373.00000 3760685.00000      77.86681  218.56    1-HR  SRCGP2    1ST         NA
   420398.00000 3760685.00000      72.16931  219.97    1-HR  SRCGP2    1ST         NA
   420423.00000 3760685.00000      66.92293  222.91    1-HR  SRCGP2    1ST         NA
   420448.00000 3760685.00000      62.09463  226.28    1-HR  SRCGP2    1ST         NA
   420473.00000 3760685.00000      57.66073  227.48    1-HR  SRCGP2    1ST         NA
   420498.00000 3760685.00000      53.77866  229.66    1-HR  SRCGP2    1ST         NA
   420523.00000 3760685.00000      50.21916  232.86    1-HR  SRCGP2    1ST         NA
   419223.00000 3760710.00000      39.07418  171.91    1-HR  SRCGP2    1ST         NA
   419248.00000 3760710.00000      41.38232  172.24    1-HR  SRCGP2    1ST         NA
   419273.00000 3760710.00000      44.05497  174.15    1-HR  SRCGP2    1ST         NA
   419298.00000 3760710.00000      47.02354  175.98    1-HR  SRCGP2    1ST         NA
   419323.00000 3760710.00000      50.06275  176.15    1-HR  SRCGP2    1ST         NA
   419348.00000 3760710.00000      53.45734  176.71    1-HR  SRCGP2    1ST         NA
   419373.00000 3760710.00000      57.49362  178.95    1-HR  SRCGP2    1ST         NA
   419398.00000 3760710.00000      61.84347  180.67    1-HR  SRCGP2    1ST         NA
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* ISCST3 (02035): C:\ISC-AERMOD\291.06\LST MODEL\NOX.ISC
* MODELING OPTIONS USED:
*  CONC                    URBAN ELEV  FLGPOL                            NOCALM
*         PLOT FILE OF  HIGH 1ST  HIGH  1-HR VALUES FOR SOURCE GROUP: SRCGP1
*         FOR A TOTAL OF  5025 RECEPTORS.
*         FORMAT: (3(1X,F13.5),1X,F8.2,3X,A5,2X,A8,2X,A4,6X,A8)
*        X             Y      AVERAGE CONC   ZELEV     AVE     GRP       HIVAL    NET ID
*  ____________  ____________  ____________  _______  _______  ________  ________  ________
   420048.00000 3761410.00000      79.26278   177.76    1-HR  SRCGP1    1ST          NA
   420073.00000 3761410.00000      78.45294   177.72    1-HR  SRCGP1    1ST          NA
   420098.00000 3761410.00000      75.44971   177.22    1-HR  SRCGP1    1ST          NA
   420123.00000 3761410.00000      72.42371   177.72    1-HR  SRCGP1    1ST          NA
   420148.00000 3761410.00000      69.54220   179.73    1-HR  SRCGP1    1ST          NA
   420173.00000 3761410.00000      66.37564   181.05    1-HR  SRCGP1    1ST          NA
   420198.00000 3761410.00000      63.46317   181.90    1-HR  SRCGP1    1ST          NA
   420223.00000 3761410.00000      60.27547   182.49    1-HR  SRCGP1    1ST          NA
   420248.00000 3761410.00000      57.58081   183.27    1-HR  SRCGP1    1ST          NA
   420273.00000 3761410.00000      54.09468   184.32    1-HR  SRCGP1    1ST          NA
   420298.00000 3761410.00000      52.14838   184.87    1-HR  SRCGP1    1ST          NA
   420323.00000 3761410.00000      48.72731   184.91    1-HR  SRCGP1    1ST          NA
   420348.00000 3761410.00000      46.98569   185.11    1-HR  SRCGP1    1ST          NA
   420373.00000 3761410.00000      44.83616   185.57    1-HR  SRCGP1    1ST          NA
   420398.00000 3761410.00000      42.76181   185.78    1-HR  SRCGP1    1ST          NA
   420423.00000 3761410.00000      40.74065   186.36    1-HR  SRCGP1    1ST          NA
   420448.00000 3761410.00000      38.83652   186.72    1-HR  SRCGP1    1ST          NA
   420473.00000 3761410.00000      36.86408   187.35    1-HR  SRCGP1    1ST          NA
   420498.00000 3761410.00000      35.35768   187.92    1-HR  SRCGP1    1ST          NA
   420523.00000 3761410.00000      33.75537   188.68    1-HR  SRCGP1    1ST          NA
   419223.00000 3761435.00000      33.19400   156.99    1-HR  SRCGP1    1ST          NA
   419248.00000 3761435.00000      34.70297   157.54    1-HR  SRCGP1    1ST          NA
   419273.00000 3761435.00000      36.22208   157.90    1-HR  SRCGP1    1ST          NA
   419298.00000 3761435.00000      37.67565   158.46    1-HR  SRCGP1    1ST          NA
   419323.00000 3761435.00000      39.48190   158.94    1-HR  SRCGP1    1ST          NA
   419348.00000 3761435.00000      40.83302   159.42    1-HR  SRCGP1    1ST          NA
   419373.00000 3761435.00000      43.04605   159.86    1-HR  SRCGP1    1ST          NA
   419398.00000 3761435.00000      44.95910   160.36    1-HR  SRCGP1    1ST          NA
   419423.00000 3761435.00000      46.88662   160.65    1-HR  SRCGP1    1ST          NA
   419448.00000 3761435.00000      48.86289   160.98    1-HR  SRCGP1    1ST          NA
   419473.00000 3761435.00000      51.20229   162.10    1-HR  SRCGP1    1ST          NA
   419498.00000 3761435.00000      53.45033   162.81    1-HR  SRCGP1    1ST          NA
   419523.00000 3761435.00000      55.88158   163.95    1-HR  SRCGP1    1ST          NA
   419548.00000 3761435.00000      58.52451   165.78    1-HR  SRCGP1    1ST          NA
   419573.00000 3761435.00000      61.47654   168.53    1-HR  SRCGP1    1ST          NA
   419598.00000 3761435.00000      64.31335   170.79    1-HR  SRCGP1    1ST          NA
   419623.00000 3761435.00000      66.40680   170.39    1-HR  SRCGP1    1ST          NA
   419648.00000 3761435.00000      67.71578   167.20    1-HR  SRCGP1    1ST          NA
   419673.00000 3761435.00000      67.44478   160.53    1-HR  SRCGP1    1ST          NA
   419698.00000 3761435.00000      67.80099   158.85    1-HR  SRCGP1    1ST          NA
   419723.00000 3761435.00000      72.37846   163.63    1-HR  SRCGP1    1ST          NA
   419748.00000 3761435.00000      75.16837   166.03    1-HR  SRCGP1    1ST          NA
   419773.00000 3761435.00000      77.46566   167.92    1-HR  SRCGP1    1ST          NA
   419798.00000 3761435.00000      79.28519   169.60    1-HR  SRCGP1    1ST          NA
   419823.00000 3761435.00000      79.50813   170.26    1-HR  SRCGP1    1ST          NA
   419848.00000 3761435.00000      81.27740   170.29    1-HR  SRCGP1    1ST          NA
   419873.00000 3761435.00000      81.45839   170.35    1-HR  SRCGP1    1ST          NA
   419898.00000 3761435.00000      81.56207   171.26    1-HR  SRCGP1    1ST          NA
   419923.00000 3761435.00000      79.62682   172.02    1-HR  SRCGP1    1ST          NA
   419948.00000 3761435.00000      79.57654   172.93    1-HR  SRCGP1    1ST          NA
   419973.00000 3761435.00000      80.16307   174.40    1-HR  SRCGP1    1ST          NA
   419998.00000 3761435.00000      78.85365   176.41    1-HR  SRCGP1    1ST          NA
   420023.00000 3761435.00000      77.04621   176.29    1-HR  SRCGP1    1ST          NA
   420048.00000 3761435.00000      72.37144   176.83    1-HR  SRCGP1    1ST          NA
   420073.00000 3761435.00000      72.02252   175.47    1-HR  SRCGP1    1ST          NA
   420098.00000 3761435.00000      69.05217   175.32    1-HR  SRCGP1    1ST          NA
   420123.00000 3761435.00000      67.45789   177.38    1-HR  SRCGP1    1ST          NA
   420148.00000 3761435.00000      65.04262   179.85    1-HR  SRCGP1    1ST          NA
   420173.00000 3761435.00000      62.46948   182.57    1-HR  SRCGP1    1ST          NA
   420198.00000 3761435.00000      59.38866   182.83    1-HR  SRCGP1    1ST          NA
   420223.00000 3761435.00000      57.05964   183.32    1-HR  SRCGP1    1ST          NA
   420248.00000 3761435.00000      54.51068   184.86    1-HR  SRCGP1    1ST          NA
   420273.00000 3761435.00000      52.10454   184.57    1-HR  SRCGP1    1ST          NA
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* ISCST3 (02035): C:\ISC-AERMOD\291.06\LST MODEL\PM10.ISC
* MODELING OPTIONS USED:
*  CONC        DDEP        URBAN ELEV  FLGPOL TOXICS                      NOCALM                ARDPLT
*         PLOT FILE OF  HIGH 1ST  HIGH 24-HR VALUES FOR SOURCE GROUP: SRCGP2
*         FOR A TOTAL OF  5025 RECEPTORS.
*         FORMAT: (4(1X,F13.5),1X,F8.2,3X,A5,2X,A8,2X,A4,6X,A8)
*        X             Y      AVERAGE CONC      DRY DEPO   ZELEV     AVE     GRP       HIVAL     NET ID
*  ___________ ___________  ___________ ___________ ______ ______ ________ ________ ________
  420373.00000 3760760.00000       1.90983       0.00135  237.83  24-HR  SRCGP2   1ST        NA
  420398.00000 3760760.00000       1.73707       0.00123  242.13  24-HR  SRCGP2   1ST        NA
  420423.00000 3760760.00000       1.58746       0.00113  245.24  24-HR  SRCGP2   1ST        NA
  420448.00000 3760760.00000       1.45681       0.00104  248.72  24-HR  SRCGP2   1ST        NA
  420473.00000 3760760.00000       1.34211       0.00096  251.50  24-HR  SRCGP2   1ST        NA
  420498.00000 3760760.00000       1.24115       0.00089  252.54  24-HR  SRCGP2   1ST        NA
  420523.00000 3760760.00000       1.15128       0.00082  254.44  24-HR  SRCGP2   1ST        NA
  419223.00000 3760785.00000       0.75551       0.00072  169.48  24-HR  SRCGP2   1ST        NA
  419248.00000 3760785.00000       0.80690       0.00077  169.44  24-HR  SRCGP2   1ST        NA
  419273.00000 3760785.00000       0.86430       0.00082  170.19  24-HR  SRCGP2   1ST        NA
  419298.00000 3760785.00000       0.92842       0.00089  171.26  24-HR  SRCGP2   1ST        NA
  419323.00000 3760785.00000       1.00048       0.00096  173.11  24-HR  SRCGP2   1ST        NA
  419348.00000 3760785.00000       1.08132       0.00103  174.97  24-HR  SRCGP2   1ST        NA
  419373.00000 3760785.00000       1.17191       0.00112  176.43  24-HR  SRCGP2   1ST        NA
  419398.00000 3760785.00000       1.27485       0.00121  177.92  24-HR  SRCGP2   1ST        NA
  419423.00000 3760785.00000       1.39081       0.00131  178.39  24-HR  SRCGP2   1ST        NA
  419448.00000 3760785.00000       1.52324       0.00143  178.17  24-HR  SRCGP2   1ST        NA
  419473.00000 3760785.00000       1.68094       0.00159  177.69  24-HR  SRCGP2   1ST        NA
  419498.00000 3760785.00000       1.85790       0.00175  178.99  24-HR  SRCGP2   1ST        NA
  419523.00000 3760785.00000       2.06596       0.00193  181.37  24-HR  SRCGP2   1ST        NA
  419548.00000 3760785.00000       2.30524       0.00212  181.84  24-HR  SRCGP2   1ST        NA
  419573.00000 3760785.00000       2.58361       0.00235  181.15  24-HR  SRCGP2   1ST        NA
  419598.00000 3760785.00000       2.91010       0.00259  179.79  24-HR  SRCGP2   1ST        NA
  419623.00000 3760785.00000       3.30327       0.00286  179.52  24-HR  SRCGP2   1ST        NA
  419648.00000 3760785.00000       3.78158       0.00328  180.31  24-HR  SRCGP2   1ST        NA
  419673.00000 3760785.00000       4.35475       0.00394  181.19  24-HR  SRCGP2   1ST        NA
  419698.00000 3760785.00000       5.03136       0.00481  181.67  24-HR  SRCGP2   1ST        NA
  419723.00000 3760785.00000       5.84077       0.00598  182.38  24-HR  SRCGP2   1ST        NA
  419748.00000 3760785.00000       6.87496       0.00769  182.93  24-HR  SRCGP2   1ST        NA
  419773.00000 3760785.00000       8.32808       0.01016  183.92  24-HR  SRCGP2   1ST        NA
  419798.00000 3760785.00000      10.58130       0.01369  185.21  24-HR  SRCGP2   1ST        NA
  419823.00000 3760785.00000      14.49095       0.01925  188.00  24-HR  SRCGP2   1ST        NA
  419998.00000 3760785.00000      29.40042       0.02873  191.95  24-HR  SRCGP2   1ST        NA
  420023.00000 3760785.00000      19.03506       0.01845  193.15  24-HR  SRCGP2   1ST        NA
  420048.00000 3760785.00000      13.07824       0.01218  194.65  24-HR  SRCGP2   1ST        NA
  420073.00000 3760785.00000      10.66903       0.00866  195.92  24-HR  SRCGP2   1ST        NA
  420098.00000 3760785.00000       9.05830       0.00686  199.70  24-HR  SRCGP2   1ST        NA
  420123.00000 3760785.00000       7.78163       0.00563  203.40  24-HR  SRCGP2   1ST        NA
  420148.00000 3760785.00000       6.69777       0.00467  207.68  24-HR  SRCGP2   1ST        NA
  420173.00000 3760785.00000       5.77779       0.00393  210.96  24-HR  SRCGP2   1ST        NA
  420198.00000 3760785.00000       5.00691       0.00331  213.83  24-HR  SRCGP2   1ST        NA
  420223.00000 3760785.00000       4.36693       0.00281  216.94  24-HR  SRCGP2   1ST        NA
  420248.00000 3760785.00000       3.83092       0.00247  220.90  24-HR  SRCGP2   1ST        NA
  420273.00000 3760785.00000       3.38333       0.00219  222.59  24-HR  SRCGP2   1ST        NA
  420298.00000 3760785.00000       3.00691       0.00195  223.90  24-HR  SRCGP2   1ST        NA
  420323.00000 3760785.00000       2.68832       0.00175  227.71  24-HR  SRCGP2   1ST        NA
  420348.00000 3760785.00000       2.41642       0.00158  234.08  24-HR  SRCGP2   1ST        NA
  420373.00000 3760785.00000       2.18297       0.00143  239.57  24-HR  SRCGP2   1ST        NA
  420398.00000 3760785.00000       1.98221       0.00130  244.47  24-HR  SRCGP2   1ST        NA
  420423.00000 3760785.00000       1.80727       0.00119  247.24  24-HR  SRCGP2   1ST        NA
  420448.00000 3760785.00000       1.65458       0.00109  249.64  24-HR  SRCGP2   1ST        NA
  420473.00000 3760785.00000       1.52068       0.00100  251.55  24-HR  SRCGP2   1ST        NA
  420498.00000 3760785.00000       1.40247       0.00093  251.76  24-HR  SRCGP2   1ST        NA
  420523.00000 3760785.00000       1.29760       0.00086  249.52  24-HR  SRCGP2   1ST        NA
  419223.00000 3760810.00000       0.75655       0.00068  168.51  24-HR  SRCGP2   1ST        NA
  419248.00000 3760810.00000       0.80833       0.00073  169.02  24-HR  SRCGP2   1ST        NA
  419273.00000 3760810.00000       0.86600       0.00078  169.71  24-HR  SRCGP2   1ST        NA
  419298.00000 3760810.00000       0.93016       0.00084  170.54  24-HR  SRCGP2   1ST        NA
  419323.00000 3760810.00000       1.00240       0.00090  171.96  24-HR  SRCGP2   1ST        NA
  419348.00000 3760810.00000       1.08379       0.00098  173.91  24-HR  SRCGP2   1ST        NA
  419373.00000 3760810.00000       1.17583       0.00106  176.10  24-HR  SRCGP2   1ST        NA
  419398.00000 3760810.00000       1.27939       0.00115  177.42  24-HR  SRCGP2   1ST        NA
  419423.00000 3760810.00000       1.39596       0.00125  177.41  24-HR  SRCGP2   1ST        NA
  419448.00000 3760810.00000       1.52924       0.00137  176.72  24-HR  SRCGP2   1ST        NA
  419473.00000 3760810.00000       1.69024       0.00153  176.53  24-HR  SRCGP2   1ST        NA
  419498.00000 3760810.00000       1.87111       0.00169  177.99  24-HR  SRCGP2   1ST        NA
  419523.00000 3760810.00000       2.08110       0.00187  179.31  24-HR  SRCGP2   1ST        NA
```

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* ISCST3 (02035): C:\ISC-AERMOD\291.06\LST MODEL\PM10.ISC
* MODELING OPTIONS USED:
*  CONC        DDEP        URBAN ELEV  FLGPOL TOXICS                      NOCALM                ARDPLT
*         PLOT FILE OF  HIGH 1ST  HIGH 24-HR VALUES FOR SOURCE GROUP: SRCGP1
*         FOR A TOTAL OF  5025 RECEPTORS.
*         FORMAT: (4(1X,F13.5),1X,F8.2,3X,A5,2X,A8,2X,A4,6X,A8)
*        X             Y      AVERAGE CONC      DRY DEPO   ZELEV     AVE     GRP       HIVAL     NET ID
*  ___________ ___________  ___________ ___________ ______ ______ ______ ________ ________
  419923.00000 3761410.00000       1.40755       0.00175  173.95  24-HR  SRCGP1   1ST        NA
  419948.00000 3761410.00000       1.32357       0.00213  175.67  24-HR  SRCGP1   1ST        NA
  419973.00000 3761410.00000       1.49074       0.00237  176.58  24-HR  SRCGP1   1ST        NA
  419998.00000 3761410.00000       1.54343       0.00242  177.23  24-HR  SRCGP1   1ST        NA
  420023.00000 3761410.00000       1.46885       0.00227  177.59  24-HR  SRCGP1   1ST        NA
  420048.00000 3761410.00000       1.29761       0.00197  177.76  24-HR  SRCGP1   1ST        NA
  420073.00000 3761410.00000       1.12604       0.00159  177.72  24-HR  SRCGP1   1ST        NA
  420098.00000 3761410.00000       0.93781       0.00121  177.22  24-HR  SRCGP1   1ST        NA
  420123.00000 3761410.00000       0.99033       0.00113  177.72  24-HR  SRCGP1   1ST        NA
  420148.00000 3761410.00000       0.98129       0.00119  179.73  24-HR  SRCGP1   1ST        NA
  420173.00000 3761410.00000       0.91509       0.00123  181.05  24-HR  SRCGP1   1ST        NA
  420198.00000 3761410.00000       0.94295       0.00131  181.90  24-HR  SRCGP1   1ST        NA
  420223.00000 3761410.00000       0.99946       0.00138  182.49  24-HR  SRCGP1   1ST        NA
  420248.00000 3761410.00000       1.01684       0.00140  183.27  24-HR  SRCGP1   1ST        NA
  420273.00000 3761410.00000       0.99844       0.00138  184.32  24-HR  SRCGP1   1ST        NA
  420298.00000 3761410.00000       0.95135       0.00132  184.87  24-HR  SRCGP1   1ST        NA
  420323.00000 3761410.00000       0.88314       0.00125  184.91  24-HR  SRCGP1   1ST        NA
  420348.00000 3761410.00000       0.80127       0.00115  185.11  24-HR  SRCGP1   1ST        NA
  420373.00000 3761410.00000       0.71361       0.00104  185.57  24-HR  SRCGP1   1ST        NA
  420398.00000 3761410.00000       0.62555       0.00093  185.78  24-HR  SRCGP1   1ST        NA
  420423.00000 3761410.00000       0.56750       0.00083  186.36  24-HR  SRCGP1   1ST        NA
  420448.00000 3761410.00000       0.55423       0.00073  186.72  24-HR  SRCGP1   1ST        NA
  420473.00000 3761410.00000       0.54128       0.00066  187.35  24-HR  SRCGP1   1ST        NA
  420498.00000 3761410.00000       0.52841       0.00061  187.92  24-HR  SRCGP1   1ST        NA
  420523.00000 3761410.00000       0.51522       0.00056  188.68  24-HR  SRCGP1   1ST        NA
  419223.00000 3761435.00000       0.66758       0.00033  156.99  24-HR  SRCGP1   1ST        NA
  419248.00000 3761435.00000       0.70142       0.00035  157.54  24-HR  SRCGP1   1ST        NA
  419273.00000 3761435.00000       0.72937       0.00037  157.90  24-HR  SRCGP1   1ST        NA
  419298.00000 3761435.00000       0.74931       0.00040  158.46  24-HR  SRCGP1   1ST        NA
  419323.00000 3761435.00000       0.75887       0.00042  158.94  24-HR  SRCGP1   1ST        NA
  419348.00000 3761435.00000       0.75526       0.00044  159.42  24-HR  SRCGP1   1ST        NA
  419373.00000 3761435.00000       0.73676       0.00045  159.86  24-HR  SRCGP1   1ST        NA
  419398.00000 3761435.00000       0.70235       0.00044  160.36  24-HR  SRCGP1   1ST        NA
  419423.00000 3761435.00000       0.68950       0.00043  160.65  24-HR  SRCGP1   1ST        NA
  419448.00000 3761435.00000       0.71827       0.00041  160.98  24-HR  SRCGP1   1ST        NA
  419473.00000 3761435.00000       0.75160       0.00039  162.10  24-HR  SRCGP1   1ST        NA
  419498.00000 3761435.00000       0.79054       0.00039  162.81  24-HR  SRCGP1   1ST        NA
  419523.00000 3761435.00000       0.80582       0.00040  163.95  24-HR  SRCGP1   1ST        NA
  419548.00000 3761435.00000       0.83822       0.00042  165.78  24-HR  SRCGP1   1ST        NA
  419573.00000 3761435.00000       0.85729       0.00043  168.53  24-HR  SRCGP1   1ST        NA
  419598.00000 3761435.00000       0.85948       0.00043  170.79  24-HR  SRCGP1   1ST        NA
  419623.00000 3761435.00000       0.84951       0.00043  170.39  24-HR  SRCGP1   1ST        NA
  419648.00000 3761435.00000       0.83603       0.00042  167.20  24-HR  SRCGP1   1ST        NA
  419673.00000 3761435.00000       0.82828       0.00042  160.53  24-HR  SRCGP1   1ST        NA
  419698.00000 3761435.00000       0.84165       0.00043  158.85  24-HR  SRCGP1   1ST        NA
  419723.00000 3761435.00000       0.93451       0.00046  163.63  24-HR  SRCGP1   1ST        NA
  419748.00000 3761435.00000       1.13365       0.00056  166.03  24-HR  SRCGP1   1ST        NA
  419773.00000 3761435.00000       1.29285       0.00063  167.92  24-HR  SRCGP1   1ST        NA
  419798.00000 3761435.00000       1.39402       0.00068  169.60  24-HR  SRCGP1   1ST        NA
  419823.00000 3761435.00000       1.43234       0.00070  170.26  24-HR  SRCGP1   1ST        NA
  419848.00000 3761435.00000       1.42003       0.00070  170.29  24-HR  SRCGP1   1ST        NA
  419873.00000 3761435.00000       1.37905       0.00077  170.35  24-HR  SRCGP1   1ST        NA
  419898.00000 3761435.00000       1.32865       0.00112  171.26  24-HR  SRCGP1   1ST        NA
  419923.00000 3761435.00000       1.27115       0.00149  172.02  24-HR  SRCGP1   1ST        NA
  419948.00000 3761435.00000       1.19941       0.00183  172.93  24-HR  SRCGP1   1ST        NA
  419973.00000 3761435.00000       1.30488       0.00207  174.40  24-HR  SRCGP1   1ST        NA
  419998.00000 3761435.00000       1.38400       0.00217  176.41  24-HR  SRCGP1   1ST        NA
  420023.00000 3761435.00000       1.36056       0.00211  176.29  24-HR  SRCGP1   1ST        NA
  420048.00000 3761435.00000       1.24641       0.00190  176.83  24-HR  SRCGP1   1ST        NA
  420073.00000 3761435.00000       1.08886       0.00160  175.47  24-HR  SRCGP1   1ST        NA
  420098.00000 3761435.00000       0.93744       0.00127  175.32  24-HR  SRCGP1   1ST        NA
  420123.00000 3761435.00000       0.87048       0.00097  177.38  24-HR  SRCGP1   1ST        NA
  420148.00000 3761435.00000       0.90031       0.00103  179.85  24-HR  SRCGP1   1ST        NA
  420173.00000 3761435.00000       0.87605       0.00107  182.57  24-HR  SRCGP1   1ST        NA
  420198.00000 3761435.00000       0.80845       0.00111  182.83  24-HR  SRCGP1   1ST        NA
  420223.00000 3761435.00000       0.85819       0.00119  183.32  24-HR  SRCGP1   1ST        NA
  420248.00000 3761435.00000       0.90317       0.00124  184.86  24-HR  SRCGP1   1ST        NA
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* ISCST3 (02035): C:\ISC-AERMOD\291.06\LST MODEL\PM25.ISC
* MODELING OPTIONS USED:
*  CONC                    URBAN ELEV  FLGPOL                            NOCALM
*         PLOT FILE OF  HIGH 1ST  HIGH 24-HR VALUES FOR SOURCE GROUP: SRCGP2
*         FOR A TOTAL OF  5025 RECEPTORS.
*         FORMAT: (3(1X,F13.5),1X,F8.2,3X,A5,2X,A8,2X,A4,6X,A8)
*        X             Y      AVERAGE CONC   ZELEV     AVE     GRP       HIVAL    NET ID
*  ____________ ____________  ____________  _______  _____  ________  ________  ________
  419248.00000 3760785.00000       0.38003   169.44   24-HR  SRCGP2    1ST          NA
  419273.00000 3760785.00000       0.40651   170.19   24-HR  SRCGP2    1ST          NA
  419298.00000 3760785.00000       0.43624   171.26   24-HR  SRCGP2    1ST          NA
  419323.00000 3760785.00000       0.47016   173.11   24-HR  SRCGP2    1ST          NA
  419348.00000 3760785.00000       0.50825   174.97   24-HR  SRCGP2    1ST          NA
  419373.00000 3760785.00000       0.55077   176.43   24-HR  SRCGP2    1ST          NA
  419398.00000 3760785.00000       0.59895   177.92   24-HR  SRCGP2    1ST          NA
  419423.00000 3760785.00000       0.65251   178.39   24-HR  SRCGP2    1ST          NA
  419448.00000 3760785.00000       0.71258   178.17   24-HR  SRCGP2    1ST          NA
  419473.00000 3760785.00000       0.78079   177.69   24-HR  SRCGP2    1ST          NA
  419498.00000 3760785.00000       0.86344   178.99   24-HR  SRCGP2    1ST          NA
  419523.00000 3760785.00000       0.96258   181.37   24-HR  SRCGP2    1ST          NA
  419548.00000 3760785.00000       1.07423   181.84   24-HR  SRCGP2    1ST          NA
  419573.00000 3760785.00000       1.20211   181.15   24-HR  SRCGP2    1ST          NA
  419598.00000 3760785.00000       1.34931   179.79   24-HR  SRCGP2    1ST          NA
  419623.00000 3760785.00000       1.53013   179.52   24-HR  SRCGP2    1ST          NA
  419648.00000 3760785.00000       1.75777   180.31   24-HR  SRCGP2    1ST          NA
  419673.00000 3760785.00000       2.03860   181.19   24-HR  SRCGP2    1ST          NA
  419698.00000 3760785.00000       2.37972   181.67   24-HR  SRCGP2    1ST          NA
  419723.00000 3760785.00000       2.80515   182.38   24-HR  SRCGP2    1ST          NA
  419748.00000 3760785.00000       3.32408   182.93   24-HR  SRCGP2    1ST          NA
  419773.00000 3760785.00000       3.98853   183.92   24-HR  SRCGP2    1ST          NA
  419798.00000 3760785.00000       4.88819   185.21   24-HR  SRCGP2    1ST          NA
  419823.00000 3760785.00000       6.40544   188.00   24-HR  SRCGP2    1ST          NA
  419998.00000 3760785.00000      12.44750   191.95   24-HR  SRCGP2    1ST          NA
  420023.00000 3760785.00000       8.29553   193.15   24-HR  SRCGP2    1ST          NA
  420048.00000 3760785.00000       6.12336   194.65   24-HR  SRCGP2    1ST          NA
  420073.00000 3760785.00000       5.00733   195.92   24-HR  SRCGP2    1ST          NA
  420098.00000 3760785.00000       4.16611   199.70   24-HR  SRCGP2    1ST          NA
  420123.00000 3760785.00000       3.50498   203.40   24-HR  SRCGP2    1ST          NA
  420148.00000 3760785.00000       2.97558   207.68   24-HR  SRCGP2    1ST          NA
  420173.00000 3760785.00000       2.54669   210.96   24-HR  SRCGP2    1ST          NA
  420198.00000 3760785.00000       2.19781   213.83   24-HR  SRCGP2    1ST          NA
  420223.00000 3760785.00000       1.91201   216.94   24-HR  SRCGP2    1ST          NA
  420248.00000 3760785.00000       1.67623   220.90   24-HR  SRCGP2    1ST          NA
  420273.00000 3760785.00000       1.48019   222.59   24-HR  SRCGP2    1ST          NA
  420298.00000 3760785.00000       1.31591   223.90   24-HR  SRCGP2    1ST          NA
  420323.00000 3760785.00000       1.17716   227.71   24-HR  SRCGP2    1ST          NA
  420348.00000 3760785.00000       1.05903   234.08   24-HR  SRCGP2    1ST          NA
  420373.00000 3760785.00000       0.95779   239.57   24-HR  SRCGP2    1ST          NA
  420398.00000 3760785.00000       0.87042   244.47   24-HR  SRCGP2    1ST          NA
  420423.00000 3760785.00000       0.79450   247.24   24-HR  SRCGP2    1ST          NA
  420448.00000 3760785.00000       0.72819   249.64   24-HR  SRCGP2    1ST          NA
  420473.00000 3760785.00000       0.66991   251.55   24-HR  SRCGP2    1ST          NA
  420498.00000 3760785.00000       0.61845   251.76   24-HR  SRCGP2    1ST          NA
  420523.00000 3760785.00000       0.57279   249.52   24-HR  SRCGP2    1ST          NA
  419223.00000 3760810.00000       0.35807   168.51   24-HR  SRCGP2    1ST          NA
  419248.00000 3760810.00000       0.38200   169.02   24-HR  SRCGP2    1ST          NA
  419273.00000 3760810.00000       0.40863   169.71   24-HR  SRCGP2    1ST          NA
  419298.00000 3760810.00000       0.43837   170.54   24-HR  SRCGP2    1ST          NA
  419323.00000 3760810.00000       0.47218   171.96   24-HR  SRCGP2    1ST          NA
  419348.00000 3760810.00000       0.51069   173.91   24-HR  SRCGP2    1ST          NA
  419373.00000 3760810.00000       0.55440   176.10   24-HR  SRCGP2    1ST          NA
  419398.00000 3760810.00000       0.60292   177.42   24-HR  SRCGP2    1ST          NA
  419423.00000 3760810.00000       0.65640   177.41   24-HR  SRCGP2    1ST          NA
  419448.00000 3760810.00000       0.71623   176.72   24-HR  SRCGP2    1ST          NA
  419473.00000 3760810.00000       0.78559   176.53   24-HR  SRCGP2    1ST          NA
  419498.00000 3760810.00000       0.86976   177.99   24-HR  SRCGP2    1ST          NA
  419523.00000 3760810.00000       0.96797   179.31   24-HR  SRCGP2    1ST          NA
  419548.00000 3760810.00000       1.07817   178.94   24-HR  SRCGP2    1ST          NA
  419573.00000 3760810.00000       1.20514   178.00   24-HR  SRCGP2    1ST          NA
  419598.00000 3760810.00000       1.35540   177.21   24-HR  SRCGP2    1ST          NA
  419623.00000 3760810.00000       1.53974   177.10   24-HR  SRCGP2    1ST          NA
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* ISCST3 (02035): C:\ISC-AERMOD\291.06\LST MODEL\PM25.ISC
* MODELING OPTIONS USED:
*  CONC                    URBAN ELEV  FLGPOL                            NOCALM
*         PLOT FILE OF  HIGH 1ST  HIGH 24-HR VALUES FOR SOURCE GROUP: SRCGP1
*         FOR A TOTAL OF  5025 RECEPTORS.
*         FORMAT: (3(1X,F13.5),1X,F8.2,3X,A5,2X,A8,2X,A4,6X,A8)
*        X             Y      AVERAGE CONC   ZELEV     AVE     GRP       HIVAL    NET ID
*  ____________ ____________  ____________  ______  ______  ________  ________  ________
  420098.00000 3761410.00000       0.42433   177.22   24-HR  SRCGP1    1ST          NA
  420123.00000 3761410.00000       0.43797   177.72   24-HR  SRCGP1    1ST          NA
  420148.00000 3761410.00000       0.43456   179.73   24-HR  SRCGP1    1ST          NA
  420173.00000 3761410.00000       0.42650   181.05   24-HR  SRCGP1    1ST          NA
  420198.00000 3761410.00000       0.47257   181.90   24-HR  SRCGP1    1ST          NA
  420223.00000 3761410.00000       0.50020   182.49   24-HR  SRCGP1    1ST          NA
  420248.00000 3761410.00000       0.50893   183.27   24-HR  SRCGP1    1ST          NA
  420273.00000 3761410.00000       0.50043   184.32   24-HR  SRCGP1    1ST          NA
  420298.00000 3761410.00000       0.47771   184.87   24-HR  SRCGP1    1ST          NA
  420323.00000 3761410.00000       0.44465   184.91   24-HR  SRCGP1    1ST          NA
  420348.00000 3761410.00000       0.40513   185.11   24-HR  SRCGP1    1ST          NA
  420373.00000 3761410.00000       0.36257   185.57   24-HR  SRCGP1    1ST          NA
  420398.00000 3761410.00000       0.31963   185.78   24-HR  SRCGP1    1ST          NA
  420423.00000 3761410.00000       0.27831   186.36   24-HR  SRCGP1    1ST          NA
  420448.00000 3761410.00000       0.24628   186.72   24-HR  SRCGP1    1ST          NA
  420473.00000 3761410.00000       0.24057   187.35   24-HR  SRCGP1    1ST          NA
  420498.00000 3761410.00000       0.23491   187.92   24-HR  SRCGP1    1ST          NA
  420523.00000 3761410.00000       0.22919   188.68   24-HR  SRCGP1    1ST          NA
  419223.00000 3761435.00000       0.29271   156.99   24-HR  SRCGP1    1ST          NA
  419248.00000 3761435.00000       0.30742   157.54   24-HR  SRCGP1    1ST          NA
  419273.00000 3761435.00000       0.31958   157.90   24-HR  SRCGP1    1ST          NA
  419298.00000 3761435.00000       0.32836   158.46   24-HR  SRCGP1    1ST          NA
  419323.00000 3761435.00000       0.33250   158.94   24-HR  SRCGP1    1ST          NA
  419348.00000 3761435.00000       0.33100   159.42   24-HR  SRCGP1    1ST          NA
  419373.00000 3761435.00000       0.32299   159.86   24-HR  SRCGP1    1ST          NA
  419398.00000 3761435.00000       0.30803   160.36   24-HR  SRCGP1    1ST          NA
  419423.00000 3761435.00000       0.29427   160.65   24-HR  SRCGP1    1ST          NA
  419448.00000 3761435.00000       0.30668   160.98   24-HR  SRCGP1    1ST          NA
  419473.00000 3761435.00000       0.32864   162.10   24-HR  SRCGP1    1ST          NA
  419498.00000 3761435.00000       0.34580   162.81   24-HR  SRCGP1    1ST          NA
  419523.00000 3761435.00000       0.35288   163.95   24-HR  SRCGP1    1ST          NA
  419548.00000 3761435.00000       0.36019   165.78   24-HR  SRCGP1    1ST          NA
  419573.00000 3761435.00000       0.36845   168.53   24-HR  SRCGP1    1ST          NA
  419598.00000 3761435.00000       0.36919   170.79   24-HR  SRCGP1    1ST          NA
  419623.00000 3761435.00000       0.36379   170.39   24-HR  SRCGP1    1ST          NA
  419648.00000 3761435.00000       0.35601   167.20   24-HR  SRCGP1    1ST          NA
  419673.00000 3761435.00000       0.34926   160.53   24-HR  SRCGP1    1ST          NA
  419698.00000 3761435.00000       0.35329   158.85   24-HR  SRCGP1    1ST          NA
  419723.00000 3761435.00000       0.40346   163.63   24-HR  SRCGP1    1ST          NA
  419748.00000 3761435.00000       0.49259   166.03   24-HR  SRCGP1    1ST          NA
  419773.00000 3761435.00000       0.56368   167.92   24-HR  SRCGP1    1ST          NA
  419798.00000 3761435.00000       0.60898   169.60   24-HR  SRCGP1    1ST          NA
  419823.00000 3761435.00000       0.62571   170.26   24-HR  SRCGP1    1ST          NA
  419848.00000 3761435.00000       0.62028   170.29   24-HR  SRCGP1    1ST          NA
  419873.00000 3761435.00000       0.60327   170.35   24-HR  SRCGP1    1ST          NA
  419898.00000 3761435.00000       0.58295   171.26   24-HR  SRCGP1    1ST          NA
  419923.00000 3761435.00000       0.55858   172.02   24-HR  SRCGP1    1ST          NA
  419948.00000 3761435.00000       0.60062   172.93   24-HR  SRCGP1    1ST          NA
  419973.00000 3761435.00000       0.68642   174.40   24-HR  SRCGP1    1ST          NA
  419998.00000 3761435.00000       0.72597   176.41   24-HR  SRCGP1    1ST          NA
  420023.00000 3761435.00000       0.70989   176.29   24-HR  SRCGP1    1ST          NA
  420048.00000 3761435.00000       0.64761   176.83   24-HR  SRCGP1    1ST          NA
  420073.00000 3761435.00000       0.55150   175.47   24-HR  SRCGP1    1ST          NA
  420098.00000 3761435.00000       0.44275   175.32   24-HR  SRCGP1    1ST          NA
  420123.00000 3761435.00000       0.38587   177.38   24-HR  SRCGP1    1ST          NA
  420148.00000 3761435.00000       0.39948   179.85   24-HR  SRCGP1    1ST          NA
  420173.00000 3761435.00000       0.38932   182.57   24-HR  SRCGP1    1ST          NA
  420198.00000 3761435.00000       0.39405   182.83   24-HR  SRCGP1    1ST          NA
  420223.00000 3761435.00000       0.43124   183.32   24-HR  SRCGP1    1ST          NA
  420248.00000 3761435.00000       0.45338   184.86   24-HR  SRCGP1    1ST          NA
  420273.00000 3761435.00000       0.45987   184.57   24-HR  SRCGP1    1ST          NA
  420298.00000 3761435.00000       0.45231   184.18   24-HR  SRCGP1    1ST          NA
  420323.00000 3761435.00000       0.43319   183.87   24-HR  SRCGP1    1ST          NA
```

```
* ISCST3 (02035): C:\ISC-AERMOD\291.06\LST MODEL MITIGATED DUST\PM10.ISC
* MODELING OPTIONS USED:
*  CONC        DDEP        URBAN ELEV  FLGPOL TOXICS                     NOCALM                ARDPLT
*         PLOT FILE OF  HIGH 1ST  HIGH 24-HR VALUES FOR SOURCE GROUP: SRCGP2
*         FOR A TOTAL OF  5025 RECEPTORS.
*         FORMAT: (4(1X,F13.5),1X,F8.2,3X,A5,2X,A8,2X,A4,6X,A8)
*        X             Y      AVERAGE CONC      DRY DEPO   ZELEV     AVE     GRP       HIVAL     NET ID
*  ___________ ___________  ___________ ___________ ______ ______ ________ ________ ________
  420348.00000 3760760.00000       1.07972       0.00078  233.85  24-HR  SRCGP2   1ST        NA
  420373.00000 3760760.00000       0.97764       0.00071  237.83  24-HR  SRCGP2   1ST        NA
  420398.00000 3760760.00000       0.88996       0.00064  242.13  24-HR  SRCGP2   1ST        NA
  420423.00000 3760760.00000       0.81394       0.00059  245.24  24-HR  SRCGP2   1ST        NA
  420448.00000 3760760.00000       0.74751       0.00054  248.72  24-HR  SRCGP2   1ST        NA
  420473.00000 3760760.00000       0.68913       0.00050  251.50  24-HR  SRCGP2   1ST        NA
  420498.00000 3760760.00000       0.63765       0.00046  252.54  24-HR  SRCGP2   1ST        NA
  420523.00000 3760760.00000       0.59182       0.00043  254.44  24-HR  SRCGP2   1ST        NA
  419223.00000 3760785.00000       0.38976       0.00038  169.48  24-HR  SRCGP2   1ST        NA
  419248.00000 3760785.00000       0.41603       0.00041  169.44  24-HR  SRCGP2   1ST        NA
  419273.00000 3760785.00000       0.44558       0.00043  170.19  24-HR  SRCGP2   1ST        NA
  419298.00000 3760785.00000       0.47868       0.00047  171.26  24-HR  SRCGP2   1ST        NA
  419323.00000 3760785.00000       0.51618       0.00050  173.11  24-HR  SRCGP2   1ST        NA
  419348.00000 3760785.00000       0.55829       0.00055  174.97  24-HR  SRCGP2   1ST        NA
  419373.00000 3760785.00000       0.60540       0.00059  176.43  24-HR  SRCGP2   1ST        NA
  419398.00000 3760785.00000       0.65893       0.00064  177.92  24-HR  SRCGP2   1ST        NA
  419423.00000 3760785.00000       0.71890       0.00070  178.39  24-HR  SRCGP2   1ST        NA
  419448.00000 3760785.00000       0.78704       0.00076  178.17  24-HR  SRCGP2   1ST        NA
  419473.00000 3760785.00000       0.86710       0.00085  177.69  24-HR  SRCGP2   1ST        NA
  419498.00000 3760785.00000       0.95994       0.00094  178.99  24-HR  SRCGP2   1ST        NA
  419523.00000 3760785.00000       1.07019       0.00104  181.37  24-HR  SRCGP2   1ST        NA
  419548.00000 3760785.00000       1.19567       0.00116  181.84  24-HR  SRCGP2   1ST        NA
  419573.00000 3760785.00000       1.34051       0.00129  181.15  24-HR  SRCGP2   1ST        NA
  419598.00000 3760785.00000       1.50866       0.00144  179.79  24-HR  SRCGP2   1ST        NA
  419623.00000 3760785.00000       1.71307       0.00161  179.52  24-HR  SRCGP2   1ST        NA
  419648.00000 3760785.00000       1.96611       0.00187  180.31  24-HR  SRCGP2   1ST        NA
  419673.00000 3760785.00000       2.27337       0.00223  181.19  24-HR  SRCGP2   1ST        NA
  419698.00000 3760785.00000       2.64026       0.00271  181.67  24-HR  SRCGP2   1ST        NA
  419723.00000 3760785.00000       3.08908       0.00335  182.38  24-HR  SRCGP2   1ST        NA
  419748.00000 3760785.00000       3.65465       0.00426  182.93  24-HR  SRCGP2   1ST        NA
  419773.00000 3760785.00000       4.42483       0.00554  183.92  24-HR  SRCGP2   1ST        NA
  419798.00000 3760785.00000       5.55696       0.00735  185.21  24-HR  SRCGP2   1ST        NA
  419823.00000 3760785.00000       7.51793       0.01029  188.00  24-HR  SRCGP2   1ST        NA
  419998.00000 3760785.00000      15.10818       0.01512  191.95  24-HR  SRCGP2   1ST        NA
  420023.00000 3760785.00000       9.82718       0.00981  193.15  24-HR  SRCGP2   1ST        NA
  420048.00000 3760785.00000       7.04245       0.00658  194.65  24-HR  SRCGP2   1ST        NA
  420073.00000 3760785.00000       5.72754       0.00473  195.92  24-HR  SRCGP2   1ST        NA
  420098.00000 3760785.00000       4.80228       0.00370  199.70  24-HR  SRCGP2   1ST        NA
  420123.00000 3760785.00000       4.07728       0.00300  203.40  24-HR  SRCGP2   1ST        NA
  420148.00000 3760785.00000       3.48126       0.00246  207.68  24-HR  SRCGP2   1ST        NA
  420173.00000 3760785.00000       2.98868       0.00205  210.96  24-HR  SRCGP2   1ST        NA
  420198.00000 3760785.00000       2.58253       0.00172  213.83  24-HR  SRCGP2   1ST        NA
  420223.00000 3760785.00000       2.24823       0.00149  216.94  24-HR  SRCGP2   1ST        NA
  420248.00000 3760785.00000       1.97047       0.00131  220.90  24-HR  SRCGP2   1ST        NA
  420273.00000 3760785.00000       1.73932       0.00115  222.59  24-HR  SRCGP2   1ST        NA
  420298.00000 3760785.00000       1.54542       0.00103  223.90  24-HR  SRCGP2   1ST        NA
  420323.00000 3760785.00000       1.38160       0.00092  227.71  24-HR  SRCGP2   1ST        NA
  420348.00000 3760785.00000       1.24202       0.00083  234.08  24-HR  SRCGP2   1ST        NA
  420373.00000 3760785.00000       1.12231       0.00075  239.57  24-HR  SRCGP2   1ST        NA
  420398.00000 3760785.00000       1.01928       0.00068  244.47  24-HR  SRCGP2   1ST        NA
  420423.00000 3760785.00000       0.92963       0.00062  247.24  24-HR  SRCGP2   1ST        NA
  420448.00000 3760785.00000       0.85136       0.00057  249.64  24-HR  SRCGP2   1ST        NA
  420473.00000 3760785.00000       0.78270       0.00052  251.55  24-HR  SRCGP2   1ST        NA
  420498.00000 3760785.00000       0.72207       0.00048  251.76  24-HR  SRCGP2   1ST        NA
  420523.00000 3760785.00000       0.66830       0.00045  249.52  24-HR  SRCGP2   1ST        NA
  419223.00000 3760810.00000       0.39008       0.00036  168.51  24-HR  SRCGP2   1ST        NA
  419248.00000 3760810.00000       0.41667       0.00038  169.02  24-HR  SRCGP2   1ST        NA
  419273.00000 3760810.00000       0.44630       0.00041  169.71  24-HR  SRCGP2   1ST        NA
  419298.00000 3760810.00000       0.47934       0.00044  170.54  24-HR  SRCGP2   1ST        NA
  419323.00000 3760810.00000       0.51673       0.00048  171.96  24-HR  SRCGP2   1ST        NA
  419348.00000 3760810.00000       0.55911       0.00052  173.91  24-HR  SRCGP2   1ST        NA
  419373.00000 3760810.00000       0.60715       0.00056  176.10  24-HR  SRCGP2   1ST        NA
  419398.00000 3760810.00000       0.66089       0.00061  177.42  24-HR  SRCGP2   1ST        NA
  419423.00000 3760810.00000       0.72085       0.00066  177.41  24-HR  SRCGP2   1ST        NA
  419448.00000 3760810.00000       0.78893       0.00072  176.72  24-HR  SRCGP2   1ST        NA
  419473.00000 3760810.00000       0.87049       0.00081  176.53  24-HR  SRCGP2   1ST        NA
  419498.00000 3760810.00000       0.96510       0.00089  177.99  24-HR  SRCGP2   1ST        NA
```

```
* ISCST3 (02035): C:\ISC-AERMOD\291.06\LST MODEL MITIGATED DUST\PM25.ISC
* MODELING OPTIONS USED:
*  CONC                    URBAN ELEV  FLGPOL                            NOCALM
*         PLOT FILE OF  HIGH 1ST  HIGH 24-HR VALUES FOR SOURCE GROUP: SRCGP2
*         FOR A TOTAL OF  5025 RECEPTORS.
*         FORMAT: (3(1X,F13.5),1X,F8.2,3X,A5,2X,A8,2X,A4,6X,A8)
*        X             Y      AVERAGE CONC   ZELEV     AVE     GRP       HIVAL    NET ID
*  ____________ ____________  ____________  ______  ______  ________  ________  ________
  420398.00000 3760760.00000       0.55933   242.13   24-HR  SRCGP2    1ST          NA
  420423.00000 3760760.00000       0.51237   245.24   24-HR  SRCGP2    1ST          NA
  420448.00000 3760760.00000       0.47129   248.72   24-HR  SRCGP2    1ST          NA
  420473.00000 3760760.00000       0.43511   251.50   24-HR  SRCGP2    1ST          NA
  420498.00000 3760760.00000       0.40309   252.54   24-HR  SRCGP2    1ST          NA
  420523.00000 3760760.00000       0.37459   254.44   24-HR  SRCGP2    1ST          NA
  419223.00000 3760785.00000       0.26286   169.48   24-HR  SRCGP2    1ST          NA
  419248.00000 3760785.00000       0.27996   169.44   24-HR  SRCGP2    1ST          NA
  419273.00000 3760785.00000       0.29944   170.19   24-HR  SRCGP2    1ST          NA
  419298.00000 3760785.00000       0.32139   171.26   24-HR  SRCGP2    1ST          NA
  419323.00000 3760785.00000       0.34664   173.11   24-HR  SRCGP2    1ST          NA
  419348.00000 3760785.00000       0.37500   174.97   24-HR  SRCGP2    1ST          NA
  419373.00000 3760785.00000       0.40658   176.43   24-HR  SRCGP2    1ST          NA
  419398.00000 3760785.00000       0.44240   177.92   24-HR  SRCGP2    1ST          NA
  419423.00000 3760785.00000       0.48190   178.39   24-HR  SRCGP2    1ST          NA
  419448.00000 3760785.00000       0.52593   178.17   24-HR  SRCGP2    1ST          NA
  419473.00000 3760785.00000       0.57571   177.69   24-HR  SRCGP2    1ST          NA
  419498.00000 3760785.00000       0.63702   178.99   24-HR  SRCGP2    1ST          NA
  419523.00000 3760785.00000       0.71136   181.37   24-HR  SRCGP2    1ST          NA
  419548.00000 3760785.00000       0.79388   181.84   24-HR  SRCGP2    1ST          NA
  419573.00000 3760785.00000       0.88729   181.15   24-HR  SRCGP2    1ST          NA
  419598.00000 3760785.00000       0.99334   179.79   24-HR  SRCGP2    1ST          NA
  419623.00000 3760785.00000       1.12453   179.52   24-HR  SRCGP2    1ST          NA
  419648.00000 3760785.00000       1.29173   180.31   24-HR  SRCGP2    1ST          NA
  419673.00000 3760785.00000       1.49827   181.19   24-HR  SRCGP2    1ST          NA
  419698.00000 3760785.00000       1.74756   181.67   24-HR  SRCGP2    1ST          NA
  419723.00000 3760785.00000       2.05980   182.38   24-HR  SRCGP2    1ST          NA
  419748.00000 3760785.00000       2.43935   182.93   24-HR  SRCGP2    1ST          NA
  419773.00000 3760785.00000       2.92606   183.92   24-HR  SRCGP2    1ST          NA
  419798.00000 3760785.00000       3.57547   185.21   24-HR  SRCGP2    1ST          NA
  419823.00000 3760785.00000       4.69472   188.00   24-HR  SRCGP2    1ST          NA
  419998.00000 3760785.00000       9.11225   191.95   24-HR  SRCGP2    1ST          NA
  420023.00000 3760785.00000       6.08339   193.15   24-HR  SRCGP2    1ST          NA
  420048.00000 3760785.00000       4.62302   194.65   24-HR  SRCGP2    1ST          NA
  420073.00000 3760785.00000       3.77181   195.92   24-HR  SRCGP2    1ST          NA
  420098.00000 3760785.00000       3.12449   199.70   24-HR  SRCGP2    1ST          NA
  420123.00000 3760785.00000       2.61722   203.40   24-HR  SRCGP2    1ST          NA
  420148.00000 3760785.00000       2.21409   207.68   24-HR  SRCGP2    1ST          NA
  420173.00000 3760785.00000       1.89050   210.96   24-HR  SRCGP2    1ST          NA
  420198.00000 3760785.00000       1.62897   213.83   24-HR  SRCGP2    1ST          NA
  420223.00000 3760785.00000       1.41578   216.94   24-HR  SRCGP2    1ST          NA
  420248.00000 3760785.00000       1.24051   220.90   24-HR  SRCGP2    1ST          NA
  420273.00000 3760785.00000       1.09512   222.59   24-HR  SRCGP2    1ST          NA
  420298.00000 3760785.00000       0.97347   223.90   24-HR  SRCGP2    1ST          NA
  420323.00000 3760785.00000       0.87082   227.71   24-HR  SRCGP2    1ST          NA
  420348.00000 3760785.00000       0.78351   234.08   24-HR  SRCGP2    1ST          NA
  420373.00000 3760785.00000       0.70870   239.57   24-HR  SRCGP2    1ST          NA
  420398.00000 3760785.00000       0.64415   244.47   24-HR  SRCGP2    1ST          NA
  420423.00000 3760785.00000       0.58808   247.24   24-HR  SRCGP2    1ST          NA
  420448.00000 3760785.00000       0.53909   249.64   24-HR  SRCGP2    1ST          NA
  420473.00000 3760785.00000       0.49604   251.55   24-HR  SRCGP2    1ST          NA
  420498.00000 3760785.00000       0.45803   251.76   24-HR  SRCGP2    1ST          NA
  420523.00000 3760785.00000       0.42429   249.52   24-HR  SRCGP2    1ST          NA
  419223.00000 3760810.00000       0.26375   168.51   24-HR  SRCGP2    1ST          NA
  419248.00000 3760810.00000       0.28130   169.02   24-HR  SRCGP2    1ST          NA
  419273.00000 3760810.00000       0.30087   169.71   24-HR  SRCGP2    1ST          NA
  419298.00000 3760810.00000       0.32275   170.54   24-HR  SRCGP2    1ST          NA
  419323.00000 3760810.00000       0.34777   171.96   24-HR  SRCGP2    1ST          NA
  419348.00000 3760810.00000       0.37643   173.91   24-HR  SRCGP2    1ST          NA
  419373.00000 3760810.00000       0.40906   176.10   24-HR  SRCGP2    1ST          NA
  419398.00000 3760810.00000       0.44504   177.42   24-HR  SRCGP2    1ST          NA
  419423.00000 3760810.00000       0.48425   177.41   24-HR  SRCGP2    1ST          NA
  419448.00000 3760810.00000       0.52775   176.72   24-HR  SRCGP2    1ST          NA
```

Operational Emissions

7/23/2009 07:57:05 PM

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Urbemis Canyon Residences - Operation.urb924
Project Name: The Canyon Residences - Operation
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	38.77	9.76	5.70	0.00	0.03	0.03

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	37.23	45.28	423.41	0.49	79.61	15.51
TOTALS (lbs/day, mitigated)	36.31	43.99	411.35	0.48	77.34	15.07
Percent Reduction	2.47	2.85	2.85	2.04	2.85	2.84

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	76.00	55.04	429.11	0.49	79.64	15.54

Both Area and Operational Mitigation must be turned on to get a combined mitigated total.

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5
Natural Gas	0.75	9.74	4.15	0.00	0.02	0.02
Hearth - No Summer Emissions						
Landscape	0.12	0.02	1.55	0.00	0.01	0.01
Consumer Products	36.58					
Architectural Coatings	1.32					
TOTALS (lbs/day, unmitigated)	38.77	9.76	5.70	0.00	0.03	0.03

Area Source Changes to Defaults

Percent residential using natural gas changed from 78% to 100%
Percentage of residences with wood stoves changed from 10% to 0%
Percentage of residences with wood fireplaces changed from 5% to 0%
Percentage of residences with natural gas fireplaces changed from 85% to 0%
The number of persons per household for consumer product use changed from 3 persons to 2.76 persons

Operational Unmitigated Detail Report:
OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25
Apartments mid rise	37.23	45.28	423.41	0.49	79.61	15.51
TOTALS (lbs/day, unmitigated)	37.23	45.28	423.41	0.49	79.61	15.51

Operational Mitigated Detail Report:
OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

Source	ROG	NOX	CO	SO2	PM10	PM25
Apartments mid rise	36.31	43.99	411.35	0.48	77.34	15.07
TOTALS (lbs/day, mitigated)	36.31	43.99	411.35	0.48	77.34	15.07

Operational Settings:

Includes correction for passby trips
Does not include double counting adjustment for internal trips
Analysis Year: 2012 Temperature (F): 80 Season: Summer
Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Apartments mid rise	15.70	6.72	dwelling units	775.00	5,208.00	46,064.77
					5,208.00	46,064.77

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.5	0.6	99.2	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	60.7	39.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Urbemis Canyon Residences - Operation.urb924
Project Name: The Canyon Residences - Operation
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	38.65	9.74	4.15	0.00	0.02	0.02

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	39.37	54.52	405.81	0.41	79.61	15.51
TOTALS (lbs/day, mitigated)	38.32	52.97	394.25	0.40	77.34	15.07
Percent Reduction	2.67	2.84	2.85	2.44	2.85	2.84

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	78.02	64.26	409.96	0.41	79.63	15.53

Both Area and Operational Mitigation must be turned on to get a combined mitigated total.

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5
Natural Gas	0.75	9.74	4.15	0.00	0.02	0.02
Hearth	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions						
Consumer Products	36.58					
Architectural Coatings	1.32					
TOTALS (lbs/day, unmitigated)	38.65	9.74	4.15	0.00	0.02	0.02

Area Source Changes to Defaults

Percent residential using natural gas changed from 78% to 100%
Percentage of residences with wood stoves changed from 10% to 0%
Percentage of residences with wood fireplaces changed from 5% to 0%
Percentage of residences with natural gas fireplaces changed from 85% to 0%
The number of persons per household for consumer product use changed from 3 persons to 2.76 persons

Operational Unmitigated Detail Report:
OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25
Apartments mid rise	39.37	54.52	405.81	0.41	79.61	15.51
TOTALS (lbs/day, unmitigated)	39.37	54.52	405.81	0.41	79.61	15.51

Operational Mitigated Detail Report:
OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

Source	ROG	NOX	CO	SO2	PM10	PM25
Apartments mid rise	38.32	52.97	394.25	0.40	77.34	15.07
TOTALS (lbs/day, mitigated)	38.32	52.97	394.25	0.40	77.34	15.07

Operational Settings:

Includes correction for passby trips
Does not include double counting adjustment for internal trips
Analysis Year: 2012 Temperature (F): 60 Season: Winter
Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Apartments mid rise	15.70	6.72	dwelling units	775.00	5,208.00	46,064.77
					5,208.00	46,064.77

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.5	0.6	99.2	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	60.7	39.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

Mitigated Operational Emissions

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Urbemis Canyon Residences - Mitigated Operation.urb924
Project Name: The Canyon Residences - Operation
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	38.77	9.76	5.70	0.00	0.03	0.03
TOTALS (lbs/day, mitigated)	38.53	8.30	5.07	0.00	0.03	0.03
Percent Reduction	0.62	14.96	11.05	0.00	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	37.23	45.28	423.41	0.49	79.61	15.51
TOTALS (lbs/day, mitigated)	36.31	43.99	411.35	0.48	77.34	15.07
Percent Reduction	2.47	2.85	2.85	2.04	2.85	2.84

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	76.00	55.04	429.11	0.49	79.64	15.54
TOTALS (lbs/day, mitigated)	74.84	52.29	416.42	0.48	77.37	15.10
Percent Reduction	1.53	5.00	2.96	2.04	2.85	2.83

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5
Natural Gas	0.75	9.74	4.15	0.00	0.02	0.02
Hearth - No Summer Emissions						
Landscape	0.12	0.02	1.55	0.00	0.01	0.01
Consumer Products	36.58					
Architectural Coatings	1.32					
TOTALS (lbs/day, unmitigated)	38.77	9.76	5.70	0.00	0.03	0.03

Area Source Mitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5
Natural Gas	0.64	8.28	3.52	0.00	0.02	0.02
Hearth - No Summer Emissions						
Landscape	0.12	0.02	1.55	0.00	0.01	0.01
Consumer Products	36.58					
Architectural Coatings	1.19					
TOTALS (lbs/day, mitigated)	38.53	8.30	5.07	0.00	0.03	0.03

Area Source Changes to Defaults

Percent residential using natural gas changed from 78% to 100%

Percentage of residences with wood stoves changed from 10% to 0%

Percentage of residences with wood fireplaces changed from 5% to 0%

Percentage of residences with natural gas fireplaces changed from 85% to 0%

The number of persons per household for consumer product use changed from 3 persons to 2.76 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25
Apartments mid rise	37.23	45.28	423.41	0.49	79.61	15.51
TOTALS (lbs/day, unmitigated)	37.23	45.28	423.41	0.49	79.61	15.51

Operational Mitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

Source	ROG	NOX	CO	SO2	PM10	PM25
Apartments mid rise	36.31	43.99	411.35	0.48	77.34	15.07
TOTALS (lbs/day, mitigated)	36.31	43.99	411.35	0.48	77.34	15.07

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Temperature (F): 80 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Apartments mid rise	15.70	6.72	dwelling units	775.00	5,208.00	46,064.77
					5,208.00	46,064.77

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.5	0.6	99.2	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	60.7	39.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: Z:\Alan Sako\291.06 The Canyon Residences\Emissions\Urbemis Canyon Residences - Mitigated Operation.urb924
Project Name: The Canyon Residences - Operation
Project Location: South Coast AQMD
On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006
Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	38.65	9.74	4.15	0.00	0.02	0.02
TOTALS (lbs/day, mitigated)	38.41	8.28	3.52	0.00	0.02	0.02
Percent Reduction	0.62	14.99	15.18	0.00	0.00	0.00

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	39.37	54.52	405.81	0.41	79.61	15.51
TOTALS (lbs/day, mitigated)	38.32	52.97	394.25	0.40	77.34	15.07
Percent Reduction	2.67	2.84	2.85	2.44	2.85	2.84

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10	PM2.5
TOTALS (lbs/day, unmitigated)	78.02	64.26	409.96	0.41	79.63	15.53
TOTALS (lbs/day, mitigated)	76.73	61.25	397.77	0.40	77.36	15.09
Percent Reduction	1.65	4.68	2.97	2.44	2.85	2.83

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5
Natural Gas	0.75	9.74	4.15	0.00	0.02	0.02
Hearth	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions						
Consumer Products	36.58					
Architectural Coatings	1.32					
TOTALS (lbs/day, unmitigated)	38.65	9.74	4.15	0.00	0.02	0.02

Area Source Mitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

Source	ROG	NOx	CO	SO2	PM10	PM2.5
Natural Gas	0.64	8.28	3.52	0.00	0.02	0.02
Hearth	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions						
Consumer Products	36.58					
Architectural Coatings	1.19					
TOTALS (lbs/day, mitigated)	38.41	8.28	3.52	0.00	0.02	0.02

Area Source Changes to Defaults

Percent residential using natural gas changed from 78% to 100%

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Percentage of residences with wood fireplaces changed from 5% to 0%

Percentage of residences with natural gas fireplaces changed from 85% to 0%

The number of persons per household for consumer product use changed from 3 persons to 2.76 persons

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25
Apartments mid rise	39.37	54.52	405.81	0.41	79.61	15.51
TOTALS (lbs/day, unmitigated)	39.37	54.52	405.81	0.41	79.61	15.51

Operational Mitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

Source	ROG	NOX	CO	SO2	PM10	PM25
Apartments mid rise	38.32	52.97	394.25	0.40	77.34	15.07
TOTALS (lbs/day, mitigated)	38.32	52.97	394.25	0.40	77.34	15.07

Operational Settings:

Includes correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Temperature (F): 60 Season: Winter

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Apartments mid rise	15.70	6.72	dwelling units	775.00	5,208.00	46,064.77
					5,208.00	46,064.77

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	51.5	0.6	99.2	0.2
Light Truck < 3750 lbs	7.3	1.4	95.9	2.7
Light Truck 3751-5750 lbs	23.0	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.7	0.9	99.1	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.6	0.0	81.2	18.8
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.8	60.7	39.3	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.9	0.0	88.9	11.1

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

CO Hotspots

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS; UPDATED WITH EMFAC2007

Project Title:	The Canyons Residences Project
Intersection:	Brea Canyon Cutoff Rd and Colima Rd
Analysis Condition:	Future Cumulative with Project
Nearest Air Monitoring Station measuring CO:	SRA 10 (Pomona/Walnut Valley)
Background 1-hour CO Concentration (ppm):	4.0
Background 8-hour CO Concentration (ppm):	2.5
Persistence Factor:	0.7
Analysis Year:	2012

		Roadway Type	No. of Lanes	Approach/Departure Speed A.M.	Approach/Departure Speed P.M.
North-South Roadway:	Brea Canyon Cutoff Rd	AT GRADE	4	5	5
East-West Roadway:	Colima Rd	AT GRADE	6	5	5

EMFAC2007 COMPOSITE EMISSION FACTORS FOR CO

Air Basin: South Coast County: Los Angeles

Assumes lowest mean wintertime temperature of 47 degrees F and 30% humidity.

	Average Speed (miles per hour)									
Year	5	8	11	14	17	20	23	26	29	32
2008	8.877	7.732	6.829	6.108	5.526	5.057	4.682	4.371	4.114	3.903
2009	8.018	6.995	6.187	5.54	5.017	4.597	4.259	3.979	3.746	3.554
2010	7.25	6.339	5.617	5.037	4.568	4.191	3.887	3.635	3.424	3.249
2011	6.578	5.765	5.118	4.598	4.176	3.836	3.563	3.334	3.142	2.983
2012	5.983	5.255	4.674	4.206	3.826	3.519	3.273	3.066	2.891	2.745
2013	5.437	4.787	4.267	3.846	3.504	3.228	3.006	2.818	2.66	2.526
2014	4.963	4.38	3.911	3.531	3.222	2.972	2.771	2.601	2.456	2.333
2015	4.534	4.01	3.588	3.244	2.964	2.739	2.556	2.401	2.269	2.157
2020	3.038	2.713	2.448	2.23	2.052	1.908	1.791	1.689	1.601	1.525
2025	2.234	2.008	1.821	1.667	1.54	1.438	1.355	1.283	1.219	1.163
2030	1.84	1.657	1.506	1.381	1.278	1.196	1.13	1.071	1.02	0.975
2035	1.625	1.464	1.331	1.221	1.131	1.06	1.002	0.952	0.907	0.868
2040	1.509	1.358	1.233	1.13	1.047	0.981	0.928	0.882	0.842	0.806

PEAK HOUR TURNING VOLUMES

A.M. Peak

	N			
		192	789	310
W		<	v	>
296	^			^
752	>			<
112	v			v
		<	^	>
		276	596	215
	S			

				E
				180
				710
				239

P.M. Peak

	N			
		311	422	163
W		<	v	>
194	^			^
447	>			<
198	v			v
		<	^	>
		410	704	234
	S			

				E
				329
				868
				273

Representative Traffic Volumes (Vehicles per Hour)

N-S Road	2,363	N-S Road	2,241
E-W Road	2,406	E-W Road	2,428
Primary Road =	E-W Road	Primary Road =	E-W Road

ROADWAY CO CONTRIBUTIONS

Roadway	Reference CO Concentrations 0 Feet	25 Feet	50 Feet		Traffic Volume		Emission Factor		
A.M. Peak Hour									
N-S Road	3.3	2.6	2.2	*	2,363	*	5.98	÷	100,000
E-W Road	9.5	6.1	4.9	*	2,406	*	5.98	÷	100,000
P.M. Peak Hour									
N-S Road	3.3	2.6	2.2	*	2,241	*	5.98	÷	100,000
E-W Road	9.5	6.1	4.9	*	2,428	*	5.98	÷	100,000

TOTAL CO CONCENTRATIONS (ppm)

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
0 Feet from Roadway Edge	5.8	5.8	3.8
25 Feet from Roadway Edge	5.2	5.2	3.4
50 Feet from Roadway Edge	5.0	5.0	3.2

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS; UPDATED WITH EMFAC2007

Project Title:	The Canyons Residences Project
Intersection:	Fairway Dr at SR-60 WB Ramps
Analysis Condition:	Future Cumulative with Project
Nearest Air Monitoring Station measuring CO:	SRA 10 (Pomona/Walnut Valley)
Background 1-hour CO Concentration (ppm):	4.0
Background 8-hour CO Concentration (ppm):	2.5
Persistence Factor:	0.7
Analysis Year:	2012

		Roadway Type	No. of Lanes	Approach/Departure Speed A.M.	Approach/Departure Speed P.M.
North-South Roadway:	Fairway Dr	AT GRADE	4	5	5
East-West Roadway:	SR-60 WB Ramps	AT GRADE	2	5	5

EMFAC2007 COMPOSITE EMISSION FACTORS FOR CO

Air Basin: South Coast County: Los Angeles

Assumes lowest mean wintertime temperature of 47 degrees F and 30% humidity.

	Average Speed (miles per hour)									
Year	5	8	11	14	17	20	23	26	29	32
2008	8.877	7.732	6.829	6.108	5.526	5.057	4.682	4.371	4.114	3.903
2009	8.018	6.995	6.187	5.54	5.017	4.597	4.259	3.979	3.746	3.554
2010	7.25	6.339	5.617	5.037	4.568	4.191	3.887	3.635	3.424	3.249
2011	6.578	5.765	5.118	4.598	4.176	3.836	3.563	3.334	3.142	2.983
2012	5.983	5.255	4.674	4.206	3.826	3.519	3.273	3.066	2.891	2.745
2013	5.437	4.787	4.267	3.846	3.504	3.228	3.006	2.818	2.66	2.526
2014	4.963	4.38	3.911	3.531	3.222	2.972	2.771	2.601	2.456	2.333
2015	4.534	4.01	3.588	3.244	2.964	2.739	2.556	2.401	2.269	2.157
2020	3.038	2.713	2.448	2.23	2.052	1.908	1.791	1.689	1.601	1.525
2025	2.234	2.008	1.821	1.667	1.54	1.438	1.355	1.283	1.219	1.163
2030	1.84	1.657	1.506	1.381	1.278	1.196	1.13	1.071	1.02	0.975
2035	1.625	1.464	1.331	1.221	1.131	1.06	1.002	0.952	0.907	0.868
2040	1.509	1.358	1.233	1.13	1.047	0.981	0.928	0.882	0.842	0.806

PEAK HOUR TURNING VOLUMES

A.M. Peak

	N				
		174	471	0	
W		<	v	>	E
0	^			^	443
0	>			<	6
0	v			v	254
		<	^	>	
		226	956	0	
	S				

P.M. Peak

	N				
		243	972	0	
W		<	v	>	E
0	^			^	270
0	>			<	1
0	v			v	393
		<	^	>	
		254	700	0	
	S				

Representative Traffic Volumes (Vehicles per Hour)

N-S Road	2,044	N-S Road	2,319
E-W Road	703	E-W Road	664
Primary Road =	N-S Road	Primary Road =	N-S Road

ROADWAY CO CONTRIBUTIONS

Roadway	Reference CO Concentrations 0 Feet	25 Feet	50 Feet		Traffic Volume		Emission Factor		
A.M. Peak Hour									
N-S Road	11.9	7.0	5.4	*	2,044	*	5.98	÷	100,000
E-W Road	3.7	2.7	2.2	*	703	*	5.98	÷	100,000
P.M. Peak Hour									
N-S Road	11.9	7.0	5.4	*	2,319	*	5.98	÷	100,000
E-W Road	3.7	2.7	2.2	*	664	*	5.98	÷	100,000

TOTAL CO CONCENTRATIONS (ppm)

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
0 Feet from Roadway Edge	5.6	5.8	3.8
25 Feet from Roadway Edge	5.0	5.1	3.3
50 Feet from Roadway Edge	4.8	4.8	3.1

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS; UPDATED WITH EMFAC2007

Project Title:	The Canyons Residences Project
Intersection:	Brea Canyon Cutoff Rd at Pathfinder Rd
Analysis Condition:	Future Cumulative with Project
Nearest Air Monitoring Station measuring CO:	SRA 10 (Pomona/Walnut Valley)
Background 1-hour CO Concentration (ppm):	4.0
Background 8-hour CO Concentration (ppm):	2.5
Persistence Factor:	0.7
Analysis Year:	2012

		Roadway Type	No. of Lanes	Approach/Departure Speed A.M.	Approach/Departure Speed P.M.
North-South Roadway:	Brea Canyon Cutoff Rd	AT GRADE	2	5	5
East-West Roadway:	Pathfinder Rd	AT GRADE	4	5	5

EMFAC2007 COMPOSITE EMISSION FACTORS FOR CO

Air Basin: South Coast County: Los Angeles

Assumes lowest mean wintertime temperature of 47 degrees F and 30% humidity.

	Average Speed (miles per hour)									
Year	5	8	11	14	17	20	23	26	29	32
2008	8.877	7.732	6.829	6.108	5.526	5.057	4.682	4.371	4.114	3.903
2009	8.018	6.995	6.187	5.54	5.017	4.597	4.259	3.979	3.746	3.554
2010	7.25	6.339	5.617	5.037	4.568	4.191	3.887	3.635	3.424	3.249
2011	6.578	5.765	5.118	4.598	4.176	3.836	3.563	3.334	3.142	2.983
2012	5.983	5.255	4.674	4.206	3.826	3.519	3.273	3.066	2.891	2.745
2013	5.437	4.787	4.267	3.846	3.504	3.228	3.006	2.818	2.66	2.526
2014	4.963	4.38	3.911	3.531	3.222	2.972	2.771	2.601	2.456	2.333
2015	4.534	4.01	3.588	3.244	2.964	2.739	2.556	2.401	2.269	2.157
2020	3.038	2.713	2.448	2.23	2.052	1.908	1.791	1.689	1.601	1.525
2025	2.234	2.008	1.821	1.667	1.54	1.438	1.355	1.283	1.219	1.163
2030	1.84	1.657	1.506	1.381	1.278	1.196	1.13	1.071	1.02	0.975
2035	1.625	1.464	1.331	1.221	1.131	1.06	1.002	0.952	0.907	0.868
2040	1.509	1.358	1.233	1.13	1.047	0.981	0.928	0.882	0.842	0.806

PEAK HOUR TURNING VOLUMES

A.M. Peak

	N				
		45	457	53	
W		<	v	>	E
85	^			^	101
160	>			<	340
267	v			v	170
		<	^	>	
		173	295	24	
	S				

P.M. Peak

	N				
		48	555	107	
W		<	v	>	E
118	^			^	91
449	>			<	380
322	v			v	31
		<	^	>	
		253	670	56	
	S				

Representative Traffic Volumes (Vehicles per Hour)

N-S Road	1,386	N-S Road	1,887
E-W Road	1,070	E-W Road	1,570
Primary Road =	N-S Road	Primary Road =	N-S Road

ROADWAY CO CONTRIBUTIONS

Roadway	Reference CO Concentrations 0 Feet	25 Feet	50 Feet		Traffic Volume		Emission Factor		
A.M. Peak Hour									
N-S Road	14.0	7.6	5.7	*	1,386	*	5.98	÷	100,000
E-W Road	3.3	2.6	2.2	*	1,070	*	5.98	÷	100,000
P.M. Peak Hour									
N-S Road	14.0	7.6	5.7	*	1,887	*	5.98	÷	100,000
E-W Road	3.3	2.6	2.2	*	1,570	*	5.98	÷	100,000

TOTAL CO CONCENTRATIONS (ppm)

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
0 Feet from Roadway Edge	5.4	5.9	3.8
25 Feet from Roadway Edge	4.8	5.1	3.3
50 Feet from Roadway Edge	4.6	4.9	3.1

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS; UPDATED WITH EMFAC2007

Project Title:	The Canyons Residences Project
Intersection:	Colima Rd and Fullerton Rd
Analysis Condition:	Future Cumulative with Project
Nearest Air Monitoring Station measuring CO:	SRA 10 (Pomona/Walnut Valley)
Background 1-hour CO Concentration (ppm):	4.0
Background 8-hour CO Concentration (ppm):	2.5
Persistence Factor:	0.7
Analysis Year:	2012

		Roadway Type	No. of Lanes	Approach/Departure Speed A.M.	Approach/Departure Speed P.M.
North-South Roadway:	Fullerton Rd	AT GRADE	4	5	5
East-West Roadway:	Colima Rd	AT GRADE	6	5	5

EMFAC2007 COMPOSITE EMISSION FACTORS FOR CO

Air Basin: South Coast County: Los Angeles

Assumes lowest mean wintertime temperature of 47 degrees F and 30% humidity.

	Average Speed (miles per hour)									
Year	5	8	11	14	17	20	23	26	29	32
2008	8.877	7.732	6.829	6.108	5.526	5.057	4.682	4.371	4.114	3.903
2009	8.018	6.995	6.187	5.54	5.017	4.597	4.259	3.979	3.746	3.554
2010	7.25	6.339	5.617	5.037	4.568	4.191	3.887	3.635	3.424	3.249
2011	6.578	5.765	5.118	4.598	4.176	3.836	3.563	3.334	3.142	2.983
2012	5.983	5.255	4.674	4.206	3.826	3.519	3.273	3.066	2.891	2.745
2013	5.437	4.787	4.267	3.846	3.504	3.228	3.006	2.818	2.66	2.526
2014	4.963	4.38	3.911	3.531	3.222	2.972	2.771	2.601	2.456	2.333
2015	4.534	4.01	3.588	3.244	2.964	2.739	2.556	2.401	2.269	2.157
2020	3.038	2.713	2.448	2.23	2.052	1.908	1.791	1.689	1.601	1.525
2025	2.234	2.008	1.821	1.667	1.54	1.438	1.355	1.283	1.219	1.163
2030	1.84	1.657	1.506	1.381	1.278	1.196	1.13	1.071	1.02	0.975
2035	1.625	1.464	1.331	1.221	1.131	1.06	1.002	0.952	0.907	0.868
2040	1.509	1.358	1.233	1.13	1.047	0.981	0.928	0.882	0.842	0.806

PEAK HOUR TURNING VOLUMES

A.M. Peak

	N			
		188	628	195
W		<	v	>
129	^			^
505	>			<
172	v			v
		<	^	>
		348	951	130
	S			

				E
				649
				1,314
				229

P.M. Peak

	N			
		164	859	396
W		<	v	>
157	^			^
1,122	>			<
209	v			v
		<	^	>
		280	776	120
	S			

				E
				271
				871
				208

Representative Traffic Volumes (Vehicles per Hour)

N-S Road	2,740	N-S Road	2,623
E-W Road	3,022	E-W Road	2,988
Primary Road =	E-W Road	Primary Road =	E-W Road

ROADWAY CO CONTRIBUTIONS

Roadway	Reference CO Concentrations 0 Feet	25 Feet	50 Feet		Traffic Volume		Emission Factor		
A.M. Peak Hour									
N-S Road	3.3	2.6	2.2	*	2,740	*	5.98	÷	100,000
E-W Road	9.5	6.1	4.9	*	3,022	*	5.98	÷	100,000
P.M. Peak Hour									
N-S Road	3.3	2.6	2.2	*	2,623	*	5.98	÷	100,000
E-W Road	9.5	6.1	4.9	*	2,988	*	5.98	÷	100,000

TOTAL CO CONCENTRATIONS (ppm)

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
0 Feet from Roadway Edge	6.3	6.2	4.1
25 Feet from Roadway Edge	5.5	5.5	3.6
50 Feet from Roadway Edge	5.2	5.2	3.4

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS; UPDATED WITH EMFAC2007

Project Title:	The Canyons Residences Project
Intersection:	Colima Rd and Nogales St
Analysis Condition:	Future Cumulative with Project
Nearest Air Monitoring Station measuring CO:	SRA 10 (Pomona/Walnut Valley)
Background 1-hour CO Concentration (ppm):	4.0
Background 8-hour CO Concentration (ppm):	2.5
Persistence Factor:	0.7
Analysis Year:	2012

		Roadway Type	No. of Lanes	Approach/Departure Speed A.M.	Approach/Departure Speed P.M.
North-South Roadway:	Nogales St	AT GRADE	4	5	5
East-West Roadway:	Colima Rd	AT GRADE	4	5	5

EMFAC2007 COMPOSITE EMISSION FACTORS FOR CO

Air Basin: South Coast County: Los Angeles

Assumes lowest mean wintertime temperature of 47 degrees F and 30% humidity.

	Average Speed (miles per hour)									
Year	5	8	11	14	17	20	23	26	29	32
2008	8.877	7.732	6.829	6.108	5.526	5.057	4.682	4.371	4.114	3.903
2009	8.018	6.995	6.187	5.54	5.017	4.597	4.259	3.979	3.746	3.554
2010	7.25	6.339	5.617	5.037	4.568	4.191	3.887	3.635	3.424	3.249
2011	6.578	5.765	5.118	4.598	4.176	3.836	3.563	3.334	3.142	2.983
2012	5.983	5.255	4.674	4.206	3.826	3.519	3.273	3.066	2.891	2.745
2013	5.437	4.787	4.267	3.846	3.504	3.228	3.006	2.818	2.66	2.526
2014	4.963	4.38	3.911	3.531	3.222	2.972	2.771	2.601	2.456	2.333
2015	4.534	4.01	3.588	3.244	2.964	2.739	2.556	2.401	2.269	2.157
2020	3.038	2.713	2.448	2.23	2.052	1.908	1.791	1.689	1.601	1.525
2025	2.234	2.008	1.821	1.667	1.54	1.438	1.355	1.283	1.219	1.163
2030	1.84	1.657	1.506	1.381	1.278	1.196	1.13	1.071	1.02	0.975
2035	1.625	1.464	1.331	1.221	1.131	1.06	1.002	0.952	0.907	0.868
2040	1.509	1.358	1.233	1.13	1.047	0.981	0.928	0.882	0.842	0.806

PEAK HOUR TURNING VOLUMES

A.M. Peak

	N				
		290	850	330	
W		<	v	>	E
296	^			^	155
813	>			<	873
284	v			v	390
		<	^	>	
		345	902	102	
	S				

P.M. Peak

	N				
		389	688	437	
W		<	v	>	E
496	^			^	281
1,089	>			<	1,046
86	v			v	207
		<	^	>	
		309	789	171	
	S				

Representative Traffic Volumes (Vehicles per Hour)

N-S Road	2,873	N-S Road	3,080
E-W Road	2,901	E-W Road	3,415
Primary Road =	E-W Road	Primary Road =	E-W Road

ROADWAY CO CONTRIBUTIONS

Roadway	Reference CO Concentrations 0 Feet	25 Feet	50 Feet		Traffic Volume		Emission Factor		
A.M. Peak Hour									
N-S Road	3.3	2.6	2.2	*	2,873	*	5.98	÷	100,000
E-W Road	11.9	7.0	5.4	*	2,901	*	5.98	÷	100,000
P.M. Peak Hour									
N-S Road	3.3	2.6	2.2	*	3,080	*	5.98	÷	100,000
E-W Road	11.9	7.0	5.4	*	3,415	*	5.98	÷	100,000

TOTAL CO CONCENTRATIONS (ppm)

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
0 Feet from Roadway Edge	6.6	7.0	4.6
25 Feet from Roadway Edge	5.7	5.9	3.8
50 Feet from Roadway Edge	5.3	5.5	3.6

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS; UPDATED WITH EMFAC2007

Project Title:	The Canyons Residences Project
Intersection:	Fairway Dr at Valley Blvd
Analysis Condition:	Future Cumulative with Project
Nearest Air Monitoring Station measuring CO:	SRA 10 (Pomona/Walnut Valley)
Background 1-hour CO Concentration (ppm):	4.0
Background 8-hour CO Concentration (ppm):	2.5
Persistence Factor:	0.7
Analysis Year:	2012

		Roadway Type	No. of Lanes	Approach/Departure Speed A.M.	Approach/Departure Speed P.M.
North-South Roadway:	Fairway Dr	AT GRADE	2	5	5
East-West Roadway:	Valley Blvd	AT GRADE	4	5	5

EMFAC2007 COMPOSITE EMISSION FACTORS FOR CO

Air Basin: South Coast County: Los Angeles

Assumes lowest mean wintertime temperature of 47 degrees F and 30% humidity.

	Average Speed (miles per hour)									
Year	5	8	11	14	17	20	23	26	29	32
2008	8.877	7.732	6.829	6.108	5.526	5.057	4.682	4.371	4.114	3.903
2009	8.018	6.995	6.187	5.54	5.017	4.597	4.259	3.979	3.746	3.554
2010	7.25	6.339	5.617	5.037	4.568	4.191	3.887	3.635	3.424	3.249
2011	6.578	5.765	5.118	4.598	4.176	3.836	3.563	3.334	3.142	2.983
2012	5.983	5.255	4.674	4.206	3.826	3.519	3.273	3.066	2.891	2.745
2013	5.437	4.787	4.267	3.846	3.504	3.228	3.006	2.818	2.66	2.526
2014	4.963	4.38	3.911	3.531	3.222	2.972	2.771	2.601	2.456	2.333
2015	4.534	4.01	3.588	3.244	2.964	2.739	2.556	2.401	2.269	2.157
2020	3.038	2.713	2.448	2.23	2.052	1.908	1.791	1.689	1.601	1.525
2025	2.234	2.008	1.821	1.667	1.54	1.438	1.355	1.283	1.219	1.163
2030	1.84	1.657	1.506	1.381	1.278	1.196	1.13	1.071	1.02	0.975
2035	1.625	1.464	1.331	1.221	1.131	1.06	1.002	0.952	0.907	0.868
2040	1.509	1.358	1.233	1.13	1.047	0.981	0.928	0.882	0.842	0.806

PEAK HOUR TURNING VOLUMES

A.M. Peak

	N				
		37	159	27	
W		<	v	>	E
19	^			^	25
544	>			<	730
528	v			v	374
		<	^	>	
		307	81	365	
	S				

P.M. Peak

	N				
		11	155	26	
W		<	v	>	E
23	^			^	14
1,096	>			<	880
436	v			v	480
		<	^	>	
		407	177	551	
	S				

Representative Traffic Volumes (Vehicles per Hour)

N-S Road	1,814	N-S Road	2,206
E-W Road	2,165	E-W Road	3,047
Primary Road =	E-W Road	Primary Road =	E-W Road

ROADWAY CO CONTRIBUTIONS

Roadway	Reference CO Concentrations 0 Feet	25 Feet	50 Feet		Traffic Volume		Emission Factor		
A.M. Peak Hour									
N-S Road	3.7	2.7	2.2	*	1,814	*	5.98	÷	100,000
E-W Road	11.9	7.0	5.4	*	2,165	*	5.98	÷	100,000
P.M. Peak Hour									
N-S Road	3.7	2.7	2.2	*	2,206	*	5.98	÷	100,000
E-W Road	11.9	7.0	5.4	*	3,047	*	5.98	÷	100,000

TOTAL CO CONCENTRATIONS (ppm)

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
0 Feet from Roadway Edge	5.9	6.7	4.4
25 Feet from Roadway Edge	5.2	5.6	3.6
50 Feet from Roadway Edge	4.9	5.3	3.4

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS; UPDATED WITH EMFAC2007

Project Title:	The Canyons Residences Project
Intersection:	Brea Canyon Rd and Golden Springs Dr
Analysis Condition:	Future Cumulative with Project
Nearest Air Monitoring Station measuring CO:	SRA 10 (Pomona/Walnut Valley)
Background 1-hour CO Concentration (ppm):	4.0
Background 8-hour CO Concentration (ppm):	2.5
Persistence Factor:	0.7
Analysis Year:	2012

		Roadway Type	No. of Lanes	Approach/Departure Speed A.M.	Approach/Departure Speed P.M.
North-South Roadway:	Brea Canyon Rd	AT GRADE	4	5	5
East-West Roadway:	Golden Springs Dr	AT GRADE	6	5	5

EMFAC2007 COMPOSITE EMISSION FACTORS FOR CO

Air Basin: South Coast County: Los Angeles

Assumes lowest mean wintertime temperature of 47 degrees F and 30% humidity.

	Average Speed (miles per hour)									
Year	5	8	11	14	17	20	23	26	29	32
2008	8.877	7.732	6.829	6.108	5.526	5.057	4.682	4.371	4.114	3.903
2009	8.018	6.995	6.187	5.54	5.017	4.597	4.259	3.979	3.746	3.554
2010	7.25	6.339	5.617	5.037	4.568	4.191	3.887	3.635	3.424	3.249
2011	6.578	5.765	5.118	4.598	4.176	3.836	3.563	3.334	3.142	2.983
2012	5.983	5.255	4.674	4.206	3.826	3.519	3.273	3.066	2.891	2.745
2013	5.437	4.787	4.267	3.846	3.504	3.228	3.006	2.818	2.66	2.526
2014	4.963	4.38	3.911	3.531	3.222	2.972	2.771	2.601	2.456	2.333
2015	4.534	4.01	3.588	3.244	2.964	2.739	2.556	2.401	2.269	2.157
2020	3.038	2.713	2.448	2.23	2.052	1.908	1.791	1.689	1.601	1.525
2025	2.234	2.008	1.821	1.667	1.54	1.438	1.355	1.283	1.219	1.163
2030	1.84	1.657	1.506	1.381	1.278	1.196	1.13	1.071	1.02	0.975
2035	1.625	1.464	1.331	1.221	1.131	1.06	1.002	0.952	0.907	0.868
2040	1.509	1.358	1.233	1.13	1.047	0.981	0.928	0.882	0.842	0.806

PEAK HOUR TURNING VOLUMES

A.M. Peak

	N				
		217	636	320	
W		<	v	>	E
159	^			^	216
217	>			<	220
228	v			v	220
		<	^	>	
		157	545	131	
	S				

P.M. Peak

	N				
		281	754	454	
W		<	v	>	E
344	^			^	309
949	>			<	465
307	v			v	290
		<	^	>	
		243	830	229	
	S				

Representative Traffic Volumes (Vehicles per Hour)

N-S Road	2,093	N-S Road	2,972
E-W Road	1,324	E-W Road	2,696
Primary Road =	N-S Road	Primary Road =	N-S Road

ROADWAY CO CONTRIBUTIONS

Roadway	Reference CO Concentrations 0 Feet	25 Feet	50 Feet		Traffic Volume		Emission Factor		
A.M. Peak Hour									
N-S Road	11.9	7.0	5.4	*	2,093	*	5.98	÷	100,000
E-W Road	2.8	2.3	2.0	*	1,324	*	5.98	÷	100,000
P.M. Peak Hour									
N-S Road	11.9	7.0	5.4	*	2,972	*	5.98	÷	100,000
E-W Road	2.8	2.3	2.0	*	2,696	*	5.98	÷	100,000

TOTAL CO CONCENTRATIONS (ppm)

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
0 Feet from Roadway Edge	5.7	6.6	4.3
25 Feet from Roadway Edge	5.1	5.6	3.6
50 Feet from Roadway Edge	4.8	5.3	3.4

BAY AREA AQMD SIMPLIFIED CALINE4 ANALYSIS; UPDATED WITH EMFAC2007

Project Title:	The Canyons Residences Project
Intersection:	Pathfinder Rd at Fern Hollow Dr
Analysis Condition:	Future Cumulative with Project
Nearest Air Monitoring Station measuring CO:	SRA 10 (Pomona/Walnut Valley)
Background 1-hour CO Concentration (ppm):	4.0
Background 8-hour CO Concentration (ppm):	2.5
Persistence Factor:	0.7
Analysis Year:	2012

		Roadway Type	No. of Lanes	Approach/Departure Speed A.M.	Approach/Departure Speed P.M.
North-South Roadway:	Fern Hollow Dr	AT GRADE	2	5	5
East-West Roadway:	Pathfinder Rd	AT GRADE	4	5	5

EMFAC2007 COMPOSITE EMISSION FACTORS FOR CO

Air Basin: South Coast County: Los Angeles

Assumes lowest mean wintertime temperature of 47 degrees F and 30% humidity.

	Average Speed (miles per hour)									
Year	5	8	11	14	17	20	23	26	29	32
2008	8.877	7.732	6.829	6.108	5.526	5.057	4.682	4.371	4.114	3.903
2009	8.018	6.995	6.187	5.54	5.017	4.597	4.259	3.979	3.746	3.554
2010	7.25	6.339	5.617	5.037	4.568	4.191	3.887	3.635	3.424	3.249
2011	6.578	5.765	5.118	4.598	4.176	3.836	3.563	3.334	3.142	2.983
2012	5.983	5.255	4.674	4.206	3.826	3.519	3.273	3.066	2.891	2.745
2013	5.437	4.787	4.267	3.846	3.504	3.228	3.006	2.818	2.66	2.526
2014	4.963	4.38	3.911	3.531	3.222	2.972	2.771	2.601	2.456	2.333
2015	4.534	4.01	3.588	3.244	2.964	2.739	2.556	2.401	2.269	2.157
2020	3.038	2.713	2.448	2.23	2.052	1.908	1.791	1.689	1.601	1.525
2025	2.234	2.008	1.821	1.667	1.54	1.438	1.355	1.283	1.219	1.163
2030	1.84	1.657	1.506	1.381	1.278	1.196	1.13	1.071	1.02	0.975
2035	1.625	1.464	1.331	1.221	1.131	1.06	1.002	0.952	0.907	0.868
2040	1.509	1.358	1.233	1.13	1.047	0.981	0.928	0.882	0.842	0.806

PEAK HOUR TURNING VOLUMES

A.M. Peak

	N			
		178	48	78
W		<	v	>
132	^			^
622	>			<
231	v			v
		<	^	>
		591	31	91
	S			

				E
				28
				888
				55

P.M. Peak

	N			
		43	14	19
W		<	v	>
116	^			^
864	>			<
151	v			v
		<	^	>
		505	21	66
	S			

				E
				31
				417
				51

Representative Traffic Volumes (Vehicles per Hour)

N-S Road	1,047	N-S Road	808
E-W Road	2,642	E-W Road	2,096
Primary Road =	E-W Road	Primary Road =	E-W Road

ROADWAY CO CONTRIBUTIONS

Roadway	Reference CO Concentrations 0 Feet	25 Feet	50 Feet		Traffic Volume		Emission Factor		
A.M. Peak Hour									
N-S Road	3.7	2.7	2.2	*	1,047	*	5.98	÷	100,000
E-W Road	11.9	7.0	5.4	*	2,642	*	5.98	÷	100,000
P.M. Peak Hour									
N-S Road	3.7	2.7	2.2	*	808	*	5.98	÷	100,000
E-W Road	11.9	7.0	5.4	*	2,096	*	5.98	÷	100,000

TOTAL CO CONCENTRATIONS (ppm)

	A.M. Peak Hour	P.M. Peak Hour	8-Hour
0 Feet from Roadway Edge	6.1	5.7	4.0
25 Feet from Roadway Edge	5.3	5.0	3.4
50 Feet from Roadway Edge	5.0	4.8	3.2