APPENDIX A

NOTICE OF PREPARATION/INITIAL STUDY

PUBLIC SCOPING COMMENT LETTERS

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Amy J. Bodek, AICP
Director

NOTICE OF PREPARATION
OF A DRAFT ENVIRONMENTAL IMPACT REPORT
AND PUBLIC SCOPING MEETING

DATE: March 15, 2021

TO: State Clearinghouse, Responsible Agencies, Trustee Agencies, Organizations and Interested Parties

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report in Compliance with Title 14, section 15082(a) of the California Code of Regulations

The Los Angeles County (LA County) is the lead agency pursuant to the California Environmental Quality Act ("CEQA") and intends to prepare an Environmental Impact Report ("EIR") for the proposed Project identified below. LA County has prepared this Notice of Preparation ("NOP") to provide Responsible Agencies and other interested parties with information describing the Project and to identify its potential environmental effects pursuant to State requirements.

AGENCIES: LA County requests your agency's views on the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed Project, in accordance with Title 14, section 15082(b) of the California Code of Regulations. Your agency will need to use the EIR prepared by LA County when considering any permits that your agency must issue, or other approval for the Project.

ORGANIZATIONS AND INTERESTED PARTIES: LA County requests your comments and concerns regarding the environmental issues associated with construction and operation of the proposed Project.

PROJECT & PERMIT(S): Florence-Firestone Transit Oriented District Specific Plan.

Project No. PRJ2020-003127 / Case No(s). Specific Plan: RPPL2020009556, Environmental: RPPL2020009523.

PROJECT APPLICANT: Los Angeles County Department of Regional Planning

PROJECT LOCATION: The proposed Florence-Firestone Transit-Oriented District (TOD) Specific Plan (FFTOD Specific Plan) Area encompasses the entire LA County unincorporated community of Florence-Firestone. The FFTOD Specific Plan Area is approximately 6 miles south of downtown Los Angeles and has an area of 3.6 square miles. The area is bound by the City of Los Angeles to the north, south, and west. The City of Huntington Park, the City of South Gate, and the unincorporated community of Walnut Park are to the east of the community area. The Metro A Line (previously Metro Blue Line), which connects downtown Los Angeles to Long Beach, has three stations in the FFTOD Specific Plan Area (Slauson, Florence, and Firestone Stations) and operates numerous bus routes in the community. Three freeways (I-110, I-105, I-10) are within a 2.5-mile radius of the community (see the Figure 1).

PROJECT DESCRIPTION: The proposed FFTOD Specific Plan will implement the LA County General Plan 2035 (General Plan) TOD Program. TODs are defined in the General Plan as the area within a 0.5-mile radius of transit stations. In the Florence-Firestone community, three Metro A Line stations are present: the Slauson, Florence, and Firestone Stations. The goals of the FFTOD Specific Plan are to create transit-accessible housing development; increase job-generating uses and economic activity; develop a safe and attractive transportation network; increase walking, bicycling, and transit ridership; and streamline the environmental review process for future development projects in the community.

The FFTOD Specific Plan would propose new zoning categories, primarily within the 0.5-mile TOD area of the three Metro A Line stations, that include development standards and design guidelines appropriate for meeting the planned density and intensity established by the General Plan Land Use Designations. The FFTOD Specific Plan proposes the following nine new zoning categories: Industrial Flex (IF), Mixed-Use 1 (MU-1), Mixed-Use 2 (MU-2), Mixed-Use 3 (MU-3), Mixed-Use Transit (MU-T), Residential Low-Medium 1 (RLM-1), Residential Low-Medium 2 (RLM-2), Residential Medium (RM) and Residential Slauson Station (RSS). These zoning category names/titles are subject to change to match LA County naming conventions as the FFTOD Specific Plan is further developed. New zoning category standards would also include setback and parking standards to address mobility issues in the community. The Project would also update zoning categories for sites identified for the Regional Housing Needs Assessment (RHNA) by the Housing Element update (HEU).

The FFTOD Specific Plan would establish or widen sidewalks at key locations within the 0.5-mile TOD areas (portions of Slauson Avenue, Compton Avenue, Holmes Avenue, Nadeau Street, and Firestone Boulevard) from the current range of 6 feet to 14 feet to the desired 12 feet to 15 feet and parkways with a minimum of 10 feet. This may be

accomplished through expanding the right-of-way or through private setback conditions that contribute to the sidewalk width; specific strategies will be identified in the FFTOD Specific Plan.

The FFTOD Specific Plan may reduce or alter the number of required parking spaces associated with mixed-use development or within proximity to the Metro transit stations. This may include lower or altered parking requirements for land use categories such as residential, commercial, entertainment, assembly, and dining, and business and professional office. These changes would be aligned with state guidance on transit priority area reductions, and help facilitate the TOD and encourage affordable development for the community.

In addition to establishing new zoning categories, the Project would amend and incorporate the standards of the Florence-Firestone Community Standards District (FFCSD) into the FFTOD Specific Plan. Incorporation of the FFCSD would allow all the land use regulations applicable to the Florence-Firestone community to be provided within a single document for ease of review and implementation.

POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT: Based on a preliminary review of the proposed Project consistent with section 15060 of the CEQA Guidelines, LA County has determined that an EIR should be prepared for this proposed Project. In addition, consistent with section 15082 of the CEQA Guidelines, LA County has identified the following probable environmental effects of the Project, which will be addressed in the EIR for this Project:

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

Based on the Initial Study determination, LA County has determined that there is not a likelihood of potentially significant effects related to the following environmental topics:

- Agriculture/Forestry
- Biological Resources
- Mineral Resources
- Wildfire

As these environmental issues do not rise to the level of significant impacts, they will not be addressed in detail in the EIR. LA County proposes that the EIR will indicate the reasons why these effects were determined not to be significant in a section entitled "Impacts Found to Be Less Than Significant."

NOTICE OF SCOPING MEETING: The Los Angeles County Department of Regional Planning will conduct an online public scoping meeting to inform the public and interested agencies about the proposed Project and solicit oral and written comments as to the appropriate scope and content of the EIR. The scoping meeting will be held online via Zoom on **March 25, 2021 at 5:00 p.m. PST** Please visit: https://planning.lacounty.gov/fftod/Events.

The scoping meeting will include a brief presentation of the Project to be addressed in the EIR and will provide attendees with an opportunity to provide input to the scope of the EIR.

Interested parties may register to attend the virtual scoping meeting by navigating to the link above, or by clicking here: https://zoom.us/j/99707029370?pwd=SldrNjJwWnM5dzJoMUl0NlowZ0ZoQT09. Once registered, you will receive a confirmation from Zoom with a link to access the public scoping meeting and information on how to access the meeting either via computer/smartphone or a call-in phone number.

Translation of the scoping meeting presentation into other languages can be made available upon request. Please submit translation requests at least seven business days in advance of the scheduled meeting to nornelas@planning.lacounty.gov.

PUBLIC REVIEW PERIOD: LA County invites interested parties to provide written or verbal comments as to your specific concerns about the Project's potential environmental effects. LA County requests that any Responsible or Trustee Agency responding to this notice do so in a manner consistent with Section 15082(b) of the State CEQA Guidelines. The 30-day comment period for the NOP begins on **March 15, 2021 and concludes on April 14, 2021**. Due to the time limits mandated by State law, please send your written response to the Los Angeles County Department of Regional Planning at the address below at the earliest possible date but no later than **April 14, 2021 at 5:00 p.m. PST**. Please include your name and address for all written correspondences.

Please direct all written comments to:

Norman Ornelas, Jr., Regional Planner
County of Los Angeles
Department of Regional Planning
320 W. Temple Street
Los Angeles, California 90012
Telephone: (213) 974-6316
Fax: (213) 626-0434
Email: nornelas@planning.lacounty.gov

All written responses will be included in an Appendix to the Draft EIR and their contents considered in accordance with Sate and LA County environmental guidelines.

DOCUMENT AVAILABILITY: Due to the current COVID-19 pandemic, LA County offices and library branches are currently closed to the public. The public is encouraged to visit the Los Angeles County Department of Regional Planning's website to review the Initial Study at: https://planning.lacounty.gov/fftod/.

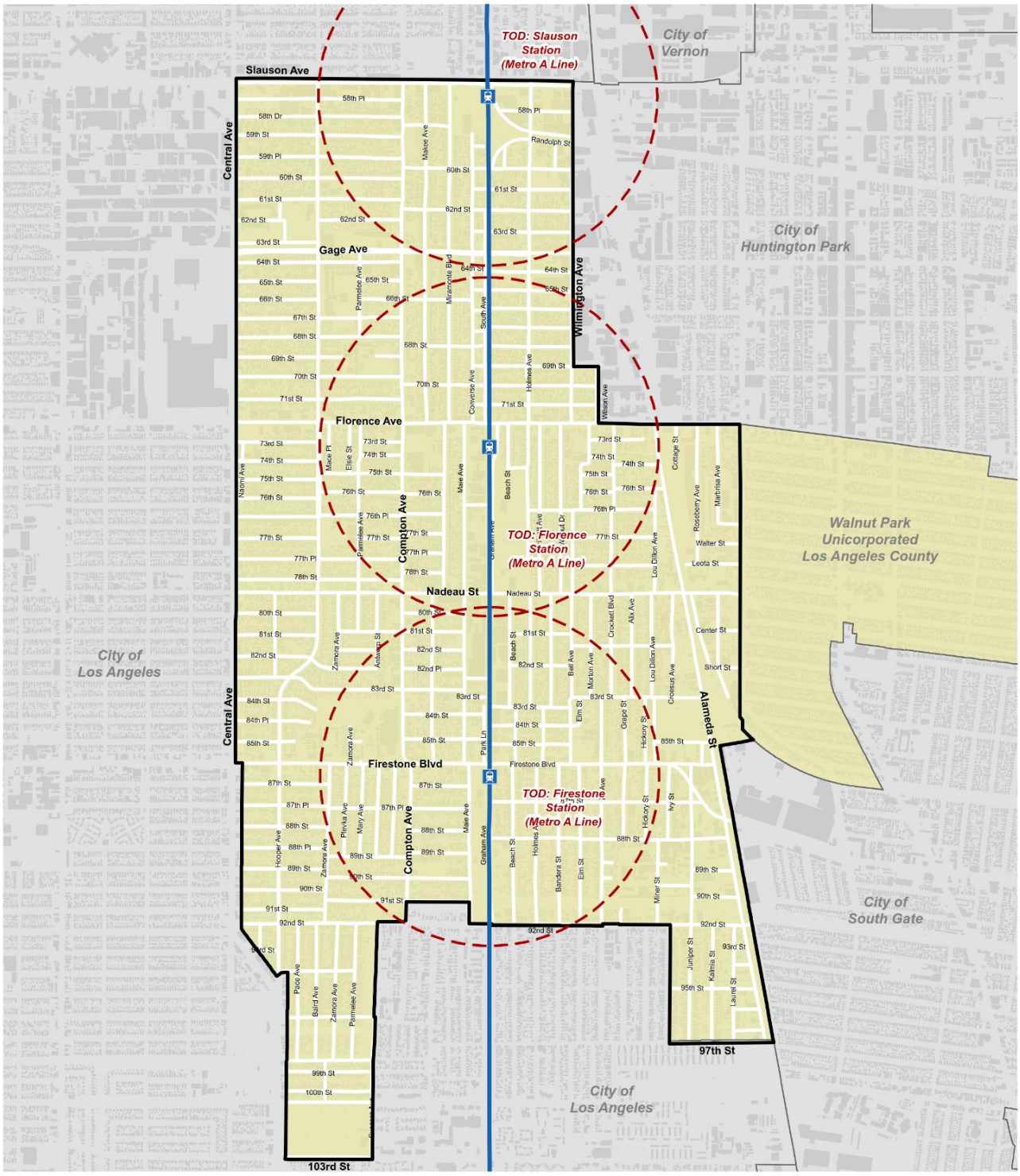

Figure 1 Project Location

Environmental Checklist Form (Initial Study)

County of Los Angeles, Department of Regional Planning

Project title: "Florence-Firestone Transit-Oriented District Specific Plan" / Project No. PRJ2020-003127 / Case No(s). Specific Plan: RPPL2020009556, Environmental: RPPL2020009523

Lead agency name and address: Los Angeles County Department of Regional Planning (DRP), 320 West Temple Street, Los Angeles, CA 90012

Contact Person and phone number: Norman Ornelas, Jr., (213) 974-6316

Project sponsor's name and address: Los Angeles County, 320 West Temple Street, Los Angeles, CA 90012

Project location: The proposed Florence-Firestone Transit-Oriented District (TOD) Specific Plan (FFTOD Specific Plan) Area encompasses the Los Angeles County (LA County) unincorporated community of Florence-Firestone. The FFTOD Specific Plan Area is approximately 6 miles south of downtown Los Angeles and has an area of 3.6 square miles. The area is bound by the City of Los Angeles to the north, south, and west. The City of Huntington Park, the City of South Gate, and the unincorporated community of Walnut Park are to the east of the community area. The Metro A Line (previously Metro Blue Line), which connects downtown Los Angeles to Long Beach, has three stations in the FFTOD Specific Plan Area (Slauson, Florence, and Firestone Stations) and operates numerous bus routes in the community. Three freeways (I-110, I-105, I-10) are within a 2.5-mile radius of the community. Figure 1 shows the Regional Location of the FFTOD Specific Plan Area and Figure 2 shows the Project Location.

APN: Various *USGS Quad*: Inglewood and South Gate

Gross acreage: 3.6 square miles

General plan designations: Figure 3 shows the existing General Plan Land Use Designations for the FFTOD Specific Plan Area, which are summarized below:

- Residential 9 (H9, single-family residences)
- Residential 18 (H18, single-family and two-family residences)
- Residential 30 (H30, single-family and multi-family residences)
- General Commercial (CG)
- Heavy Industrial (IH)
- Light Industrial (IL)
- Mixed Use (MU)
- Parks and Recreation (OS-PR)
- Public and Semi-Public (P)

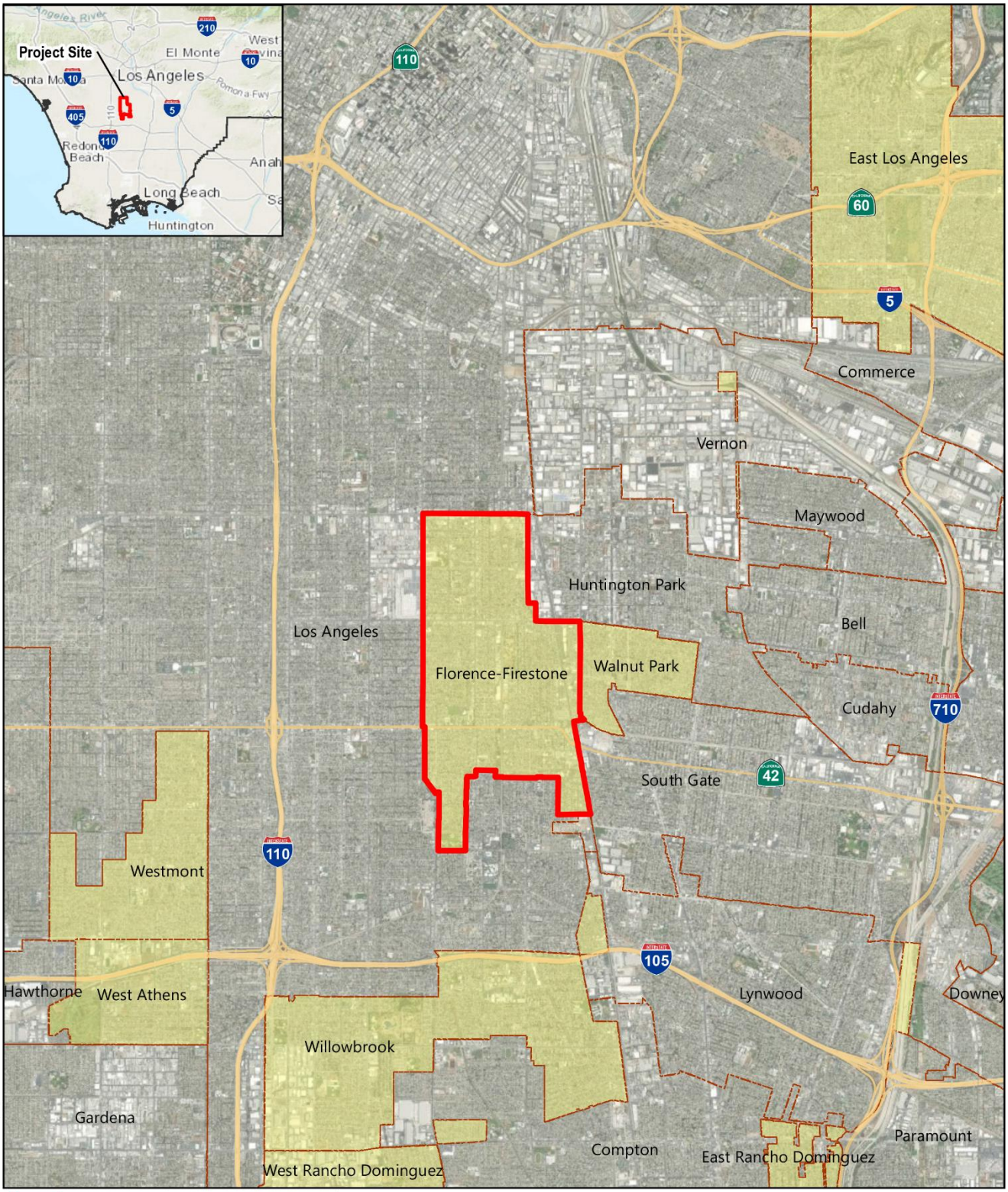

Figure 1 Regional Location

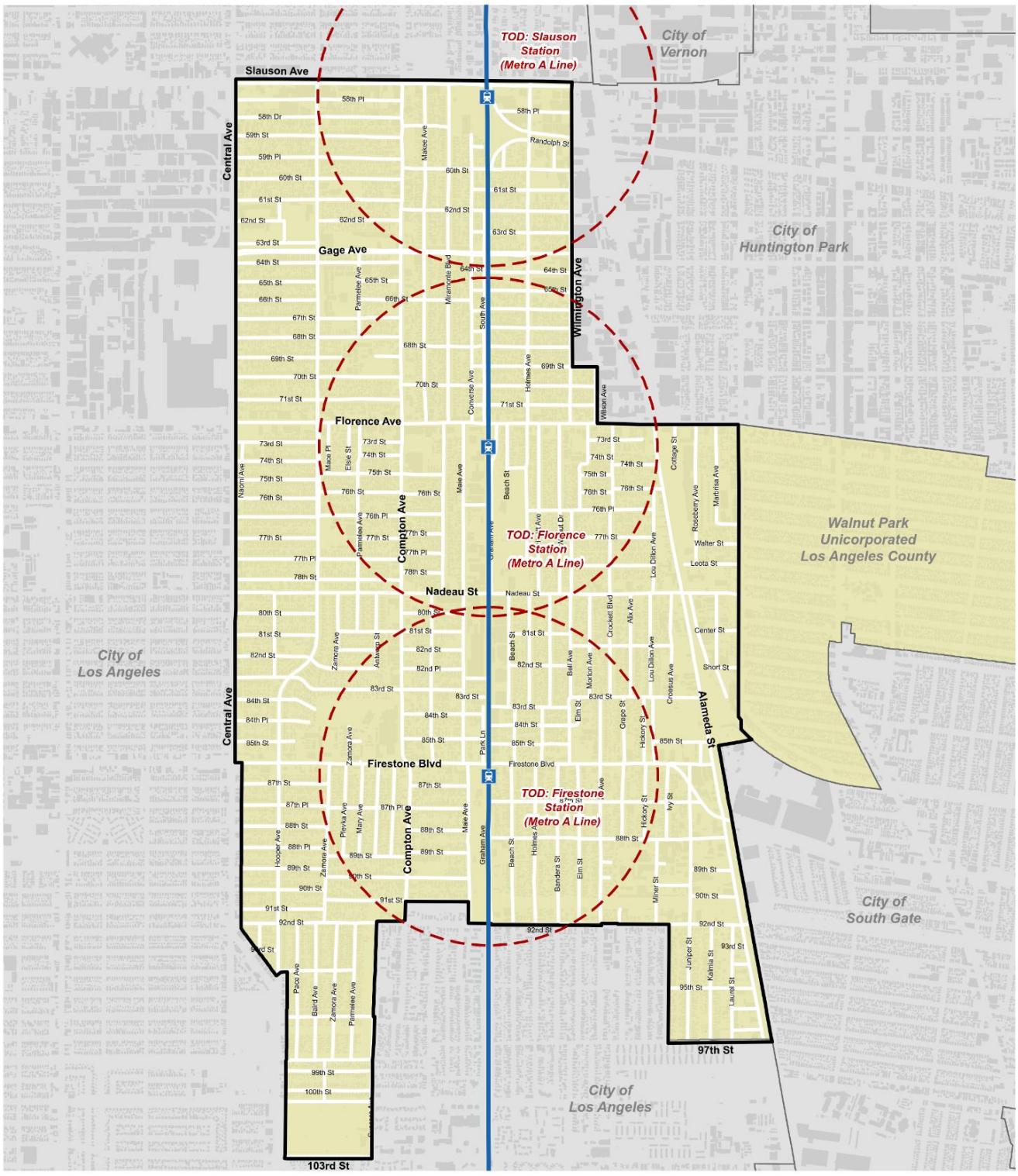

Figure 2 Project Location

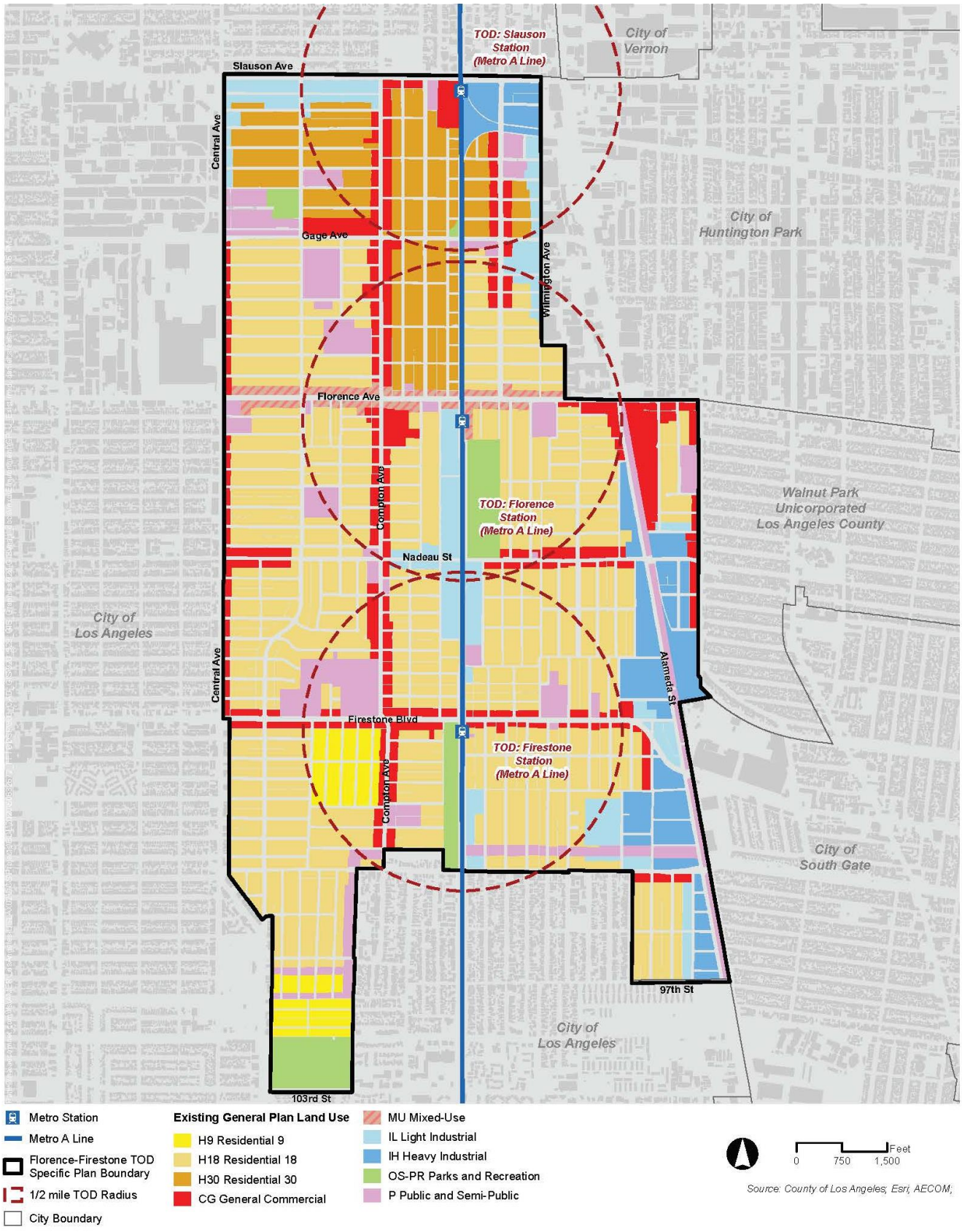

Figure 3 Existing General Plan Land Use Designations for the FFTOD Specific Plan Area

Community/Area wide Plan designation: The Project is currently regulated by the Florence Firestone Community Plan (FFCP) adopted in 2019 that utilizes the General Plan Land Use Designations as stated above. Although the community is predominantly residential, industrial uses are the second most common land use.

Zoning: Zoning for the FFTOD Specific Plan Area is regulated by LA County Code (code) of Ordinances Title 22; base zones in Division 3 of the code apply, with additional Florence-Firestone Community Standards District (FFCSD) in Division 12 Chapter 22.324 applicable. Residential zones comprise the majority of zoning categories in the proposed FFTOD Specific Plan Area, totaling approximately 63 percent of all land. The largest overall zone category, including residential, is the Limited Density Multiple Residence zone (R-3), making up approximately 32 percent of land in the FFTOD Specific Plan. Figure 4 shows the zoning categories for the FFTOD Specific Plan Area, which are summarized below.

- Single-Family Residence (R-1)
- Two-Family Residence (R-2)
- Limited Density Multiple Residence (R-3-()U)
- Medium Density Multiple Residence (R-4-()U) (listed as Unlimited Residential in the FFCP)
- Residential Planned Development (RPD)
- Light Agricultural (A-1)
- Neighborhood Business (C-2)
- General Commercial (C-3)
- Commercial Manufacturing (C-M)
- Mixed Use Development (MXD)
- Light Manufacturing (M-1)
- Restricted Heavy Manufacturing (M-1.5)
- Heavy Manufacturing (M-2)
- Unclassified (M-3)
- Institutional (IT)
- Open Space (O-S)

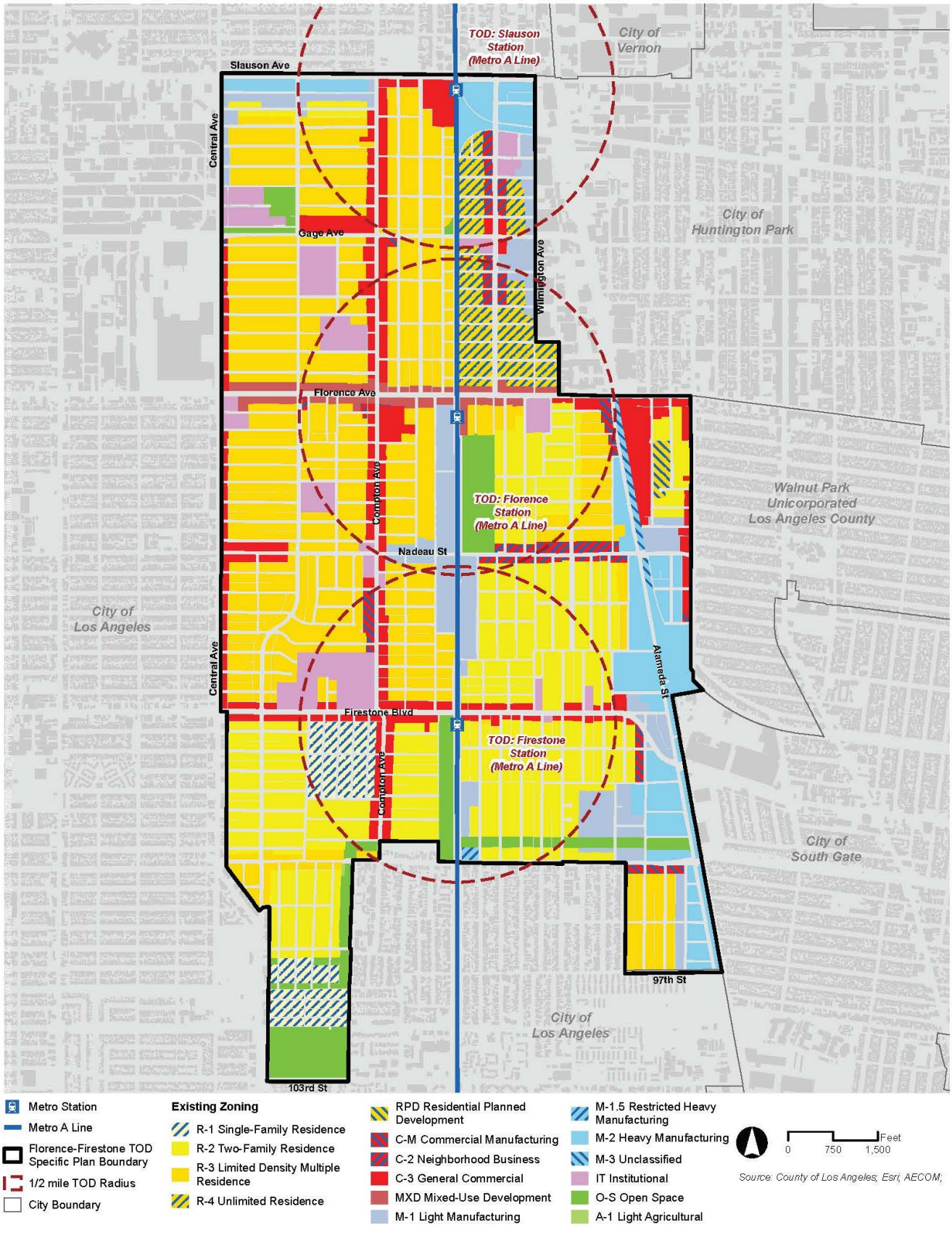

Figure 4 Existing Zoning Categories for the FFTOD Specific Plan Area

Description of project: The proposed FFTOD Specific Plan will implement the LA County General Plan 2035 (General Plan) TOD Program. TODs are defined in the General Plan as the area within a 0.5-mile radius of transit stations. In the Florence-Firestone community, three Metro A Line Stations are present: the Slauson, Florence, and Firestone Stations. The primary goals of the FFTOD Specific Plan are to the following:

- create transit-accessible housing development;
- increase job-generating uses and economic activity;
- develop a safe and attractive transportation network;
- increase walking, bicycling, and transit ridership; and
- streamline the environmental review process for future development projects in the community.

To advance these goals and provide consistency with the General Plan TOD Program and the FFCP, the FFTOD Specific Plan will establish:

- new transit-supportive zoning categories with standards and design guidelines focused within the 0.5-mile TOD radius of the three Metro A Line Stations (see Figure 8 for focused change areas), and
- mobility strategies that address infrastructure, access and connectivity pedestrian improvements, and safety to increase transit access within the FFTOD Specific Plan Area.

The FFTOD Specific Plan would propose new zoning categories and standards, primarily within the 0.5-mile TOD area of the three Metro A Line Stations, that include development standards and design guidelines appropriate for meeting the planned density and intensity established by the General Plan Land Use Designations. New zoning standards would also include setback and parking standards to address mobility issues in the community. The Project would also update zoning categories for sites identified for the Regional Housing Needs Assessment (RHNA) by the Housing Element update (HEU); Figure 7 identified these sites as 'Draft HEU RHNA Parcel.'

As discussed, the existing conditions of some sidewalks within the FFTOD Specific Plan Area are narrow, are damaged, and do not provide safe walkability. Consistent with the Los Angeles County Public Works Transit-Oriented District (TOD) Toolkit (2019), the FFTOD Specific Plan would propose implementation recommendations to widen sidewalks at key locations within the 0.5-mile TOD areas (portions of Slauson Avenue, Compton Avenue, Holmes Avenue, Nadeau Street, and Firestone Boulevard) from the current range of 6 feet to 14 feet to the desired 12 feet to 15 feet and parkways with a minimum of 10 feet.

The combination of zoning standards and mobility strategy recommendations would address current and future levels of sidewalk activity and incorporate pedestrian-oriented and "active" street design. The FFTOD Specific Plan may reduce or alter the number of required parking spaces associated with mixed-use development or within proximity to the Metro transit stations. This may include lower or altered parking requirements for land use categories such as residential, commercial, entertainment, assembly, and dining, and business and professional office. These changes would help facilitate the TOD and encourage affordable development for the community.

The employment rate in the FFTOD Specific Plan Area is robust, with 63.5 percent of persons aged 16 years or older employed (2010 US Census). Jobs tend to be oriented towards manufacturing, transportation, and warehousing due to proximity to ports and the freight corridor leading to the intermodal terminals south of downtown Los Angeles. These jobs tend to generate more truck trips than other employment

types, resulting in a higher volume of truck traffic that can negatively impact the population in terms of public health and safety (SELA Transportation Study, 2017).

The FFTOD Specific Plan Area is within a designated Southern California Association of Government (SCAG) environmental justice area, indicating that low-income and minority populations have disproportionately borne many of the negative impacts of increased traffic over the years, including exposure to greater than average health risks from air pollution. To support the LA County efforts to reinvest in transit-supportive economic development and multi-modal facilities, the Project proposes new transit-supportive zoning categories at underutilized opportunity sites directly adjacent to the Slauson Station (see Figure 8 for focused change areas). These sites are currently zoned as heavy industrial with generally low-intensity on-site development or general commercial uses. The land use designation is proposed to be updated to Mixed-Use (MU), and re-zoned to be transit supportive and neighborhood serving. The Project would also identify infrastructure and provide recommendations for mobility improvements needed to support the land use and zoning changes in the FFTOD Specific Plan Area and create more housing opportunities that protect against the displacement of existing residents in the community. In addition to amending the land use policy map and establishing new zoning categories, the Project would amend and incorporate standards from the FFCSD into the FFTOD Specific Plan. Incorporation of the FFCSD would allow all land use regulations applicable to the Florence-Firestone community to be compiled into a single document for ease of review and implementation.

The FFTOD Specific Plan proposes the following nine new zoning categories: Industrial Flex (IF), Mixed-Use 1 (MU-1), Mixed-Use (MU-2), Mixed-Use 3 (MU-3), Mixed-Use Transit (MU-T), Residential Low-Medium 1 (RLM-1), Residential Low-Medium 2 (RLM-2), Residential Medium (RM) and Residential Slauson Station (RSS). These zoning categories are listed with their corresponding General Plan land use categories in Table 1; zoning categories names/titles are subject to change to match LA County naming conventions as the FFTOD Specific Plan is further developed.

Table 1: FFTOD Specific Plan Zoning Categories

General Plan Land Use Designations	Proposed Draft FFTOD Specific Plan Zoning Categories	Allowed Intensity / Density (Consistent with the General Plan Land Use Designation)
Proposed New Zoning Categories to Be Applied		
IL Light Industrial	- Industrial Flex (IF)	- 1.0 Floor Area Ratio (FAR)
MU Mixed-Use	- Mixed-Use 2 (MU-2) - Mixed-Use 3 (MU-3) - Mixed-Use Transit (MU-T)	- 3.0 FAR (non-residential component); minimum 50 dwelling units (du)/net acre, maximum 150 du/net acre
CM Commercial Major	- Mixed-Use 1 (MU-1)	- 3.0 FAR (non-residential component); minimum 30 du/net acre, maximum 150 du/net acre
H18 Residential	- Residential Low-Medium 1 (RLM-1)	- 0 du/net acre, maximum 18 du/net acre
H30 Residential	- Residential Low-Medium 2 (RLM-2)	- Minimum 20 du/net acre, maximum 30 du/net acre
H50 Residential	- Residential Medium (RM)	- Minimum 20 du/net acre, maximum 50 du/net acre
H100 Residential	- Residential Slauson Station (RSS)	- Minimum 50 du/net acre, maximum 100 du/net acre
Existing Title 22 Zoning Categories to Be Applied		
H9 Residential	- Single-Family Residence (R-1)	- 0 du/net acre, maximum 9 du/net acre
H18 Residential	- Two-Family Residence (R-2)	- 0 du/net acre, maximum 18 du/net acre
GC General Commercial	- General Commercial (C-3)	- 1.0 FAR (non-residential component); 0 du/net acre, maximum 50 du/net acre
MU Mixed-Use	- Mixed-Use Development (MXD)	- 3.0 FAR (non-residential component); minimum 50 du/net acre, maximum 150 du/net acre
IL Light Industrial	- Light Manufacturing	- 1.0 Floor Area Ratio (FAR)
IH Heavy Industrial	- Heavy Manufacturing	- 1.0 Floor Area Ratio (FAR)
OS-PR Parks and Recreation	- Open Space - Light Agricultural	- N/A
P Public and Semi-Public	- Institutional	- 3.0 Floor Area Ratio (FAR)

The intent of the proposed new zoning categories listed in Table 1 is further described below:

1. **Industrial Flex (IF) Zoning Category**– The IF Zoning Category is intended to maintain light industrial uses and jobs while introducing new neighborhood-serving commercial and innovation uses suitable for mixed residential and employment areas. The zoning category allows for transitions between employment and residential uses to encourage less noxious uses, such as commercial to abut homes, supporting the goals of the LA County draft Green Zones Program and Ordinance. This zoning category allows uses focused on light industrial, neighborhood-serving commercial and office and does not allow residential uses. The IF Zoning Category implements the General Plan Land Use Designation IL Light Industrial.

2. **Mixed-Use Transit (MU-T) Zoning Category** – The MU-T Zoning Category is intended to create a high-intensity mixed-use transit district with a variety of housing, jobs, and neighborhood services within existing commercial and industrial areas surrounding the Slauson Station. This

zoning category will allow uses that encourage a more pedestrian-oriented setting with active uses to encourage walking, biking, and multi-modal transportation. The MU-T Zoning Category implements the General Plan Land Use Designation MU Mixed Use.

3. **Mixed-Use 3 (MU-3) Zoning Category** – The MU-3 Zoning Category is intended to support employment and higher-density residential uses by encouraging greater job opportunities and homes for communities near transit, focused in existing industrial areas with large sites surrounding the Florence Station. The purpose of this zoning category is to create an employment-focused, high-intensity mixed-use transit district that allows for transitions between industrial areas and homes with less environmentally intensive uses, such as offices. The MU-3 Zoning Category implements the General Plan Land Use Designation MU Mixed Use.

4. **Mixed-Use 2 (MU-2) Zoning Category** – The MU-2 Zoning Category is intended to support "main street" retail, employment, and homes for the communities near transit along existing commercial corridors surrounding the Slauson and Florence Stations. This zoning category allows uses focused on local neighborhood services, such as local-serving retail, personal services including salons and accountants, and food or groceries, and homes. The MU-2 Zoning Category implements the General Plan Land Use Designation MU Mixed Use.

5. **Mixed-Use 1 (MU-1) Zoning Category** – The MU-1 Zoning Category is intended to support mixed-use corridors near transit to provide a range of local neighborhood services and homes near transit. The MU-1 Zoning Category implements the General Plan Land Use Designation CM Commercial Major.

6. **Residential Low-Medium 1 (RLM-1) Zoning Category** – The RLM-1 Zoning Category is intended to maintain existing residential neighborhoods while supporting a broader range of housing types and configurations, such as duplexes, triplexes, and detached townhomes. The RLM-1 Zoning Category implements the General Plan Land Use Designation H18 Residential.

7. **Residential Low-Medium 2 (RLM-2) Zoning Category** – The RLM-2 Zoning Category is intended to maintain existing residential neighborhoods while supporting a broader range of housing types and configurations, such as attached townhomes, apartments, triplexes, and fourplexes. The RLM-2 Zoning Category implements the General Plan Land Use Designation H30 Residential.

8. **Residential Medium (RM) Zoning Category –** The RM Zoning Category is intended to apply to existing residential neighborhoods where the purpose is to encourage medium-density residential housing near transit. The zoning category allows multi-family residential homes such as apartments and townhomes. The RM Zoning Category implements the General Plan Land Use Designation H50 Residential.

9. **Residential Slauson Station (RSS) Zoning Category –** The RSS Zoning Category is intended to encourage the establishment of high-density residential housing near transit in existing neighborhoods. The RSS Zoning Category seeks to provide a wider range of housing types and densities, supporting transit-oriented development. The RSS Zoning Category implements the General Plan Land Use Designation H100 Residential.

Figure 5 shows the proposed land use designations for the FFTOD Specific Plan Area; Figure 6 identifies the change areas comparing the existing land use designations to the proposed land use designations. Figure 7 shows the new zoning categories proposed by the Project; Figure 8 identifies the change areas comparing the existing zoning categories to the proposed zoning categories.

Adoption of the FFTOD Specific Plan would result in a concurrent amendment to:

A. The LA County General Plan to change the land use designations of the identified properties.

B. The FFCP to:
   1) Change the land use designations of the identified properties and references to the FFCSD.
   2) Correct a few zoning categories and/or associated zoning category names to be consistent with the Zoning Code classifications of Title 22. Specifically, zone C-2 would be renamed from "Neighborhood Business" to "Neighborhood Commercial." In addition, zoning categories "R-3-()U – Limited Density Multiple Residence" would be changed to "R-3 – Limited Density Multiple Residence" and "R-4-()U – Medium Density Multiple Residence" would be changed to "R-4 – Medium Density Multiple Residence." The proposed minor revisions to the FFCP will merely make an editorial correction to reflect the correct zoning category and/or the associated category name. It would not change the pattern, types, or density of land uses that are currently allowed under the Zoning Code.

C. The LA County Code, Title 22 to:
   1) Change the zoning categories of identified properties to encourage a mix of transit-oriented development and land uses that would, in part, provide more opportunities for affordable housing and a greater mix of housing options and employment opportunities.
   2) Add a new section to establish the FFTOD Specific Plan.
   3) Remove section 22.324; the FFCSD would be replaced by the standards set forth in the FFTOD Specific Plan.

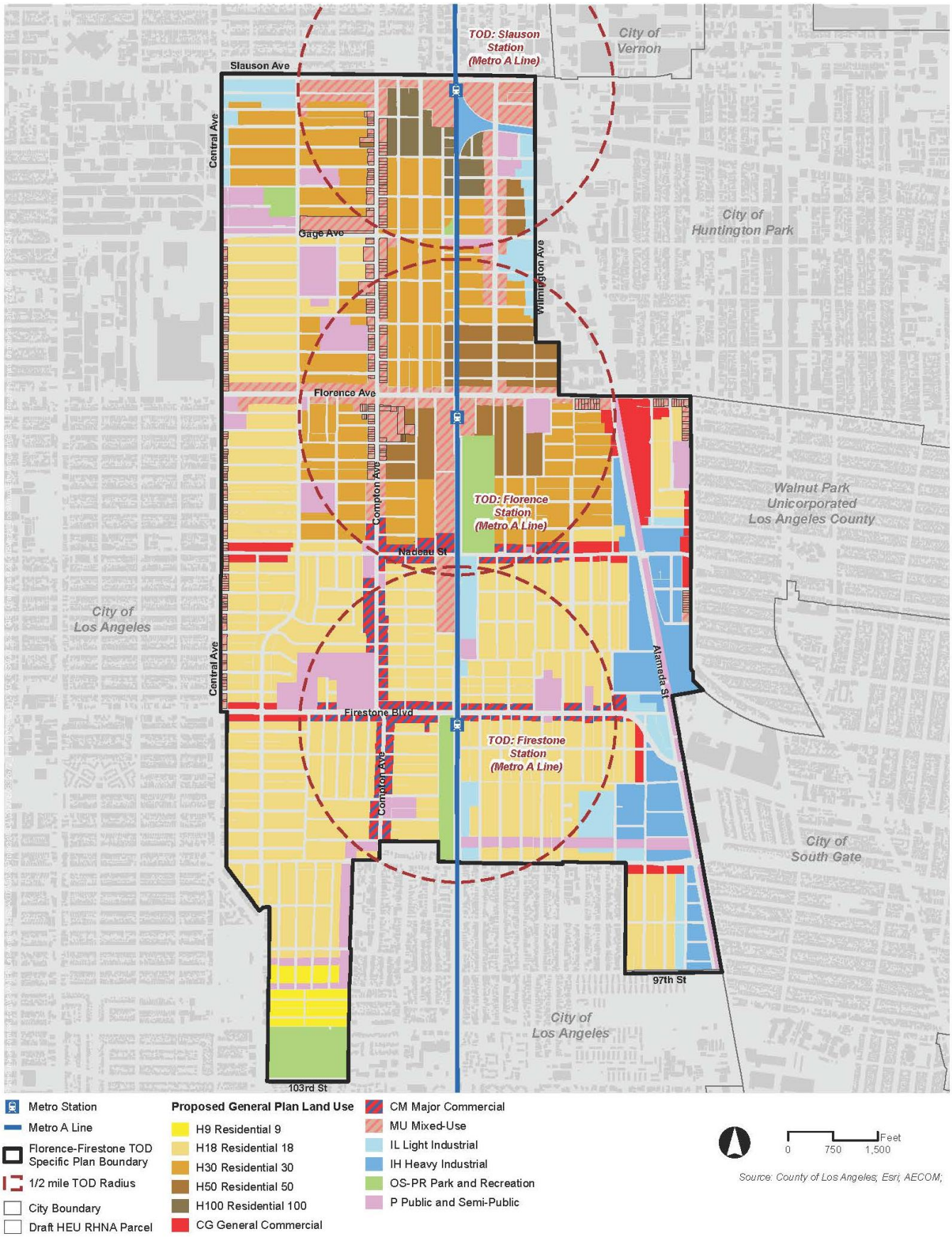

Figure 5 Proposed General Plan Land Use Designations for the FFTOD Specific Plan Area

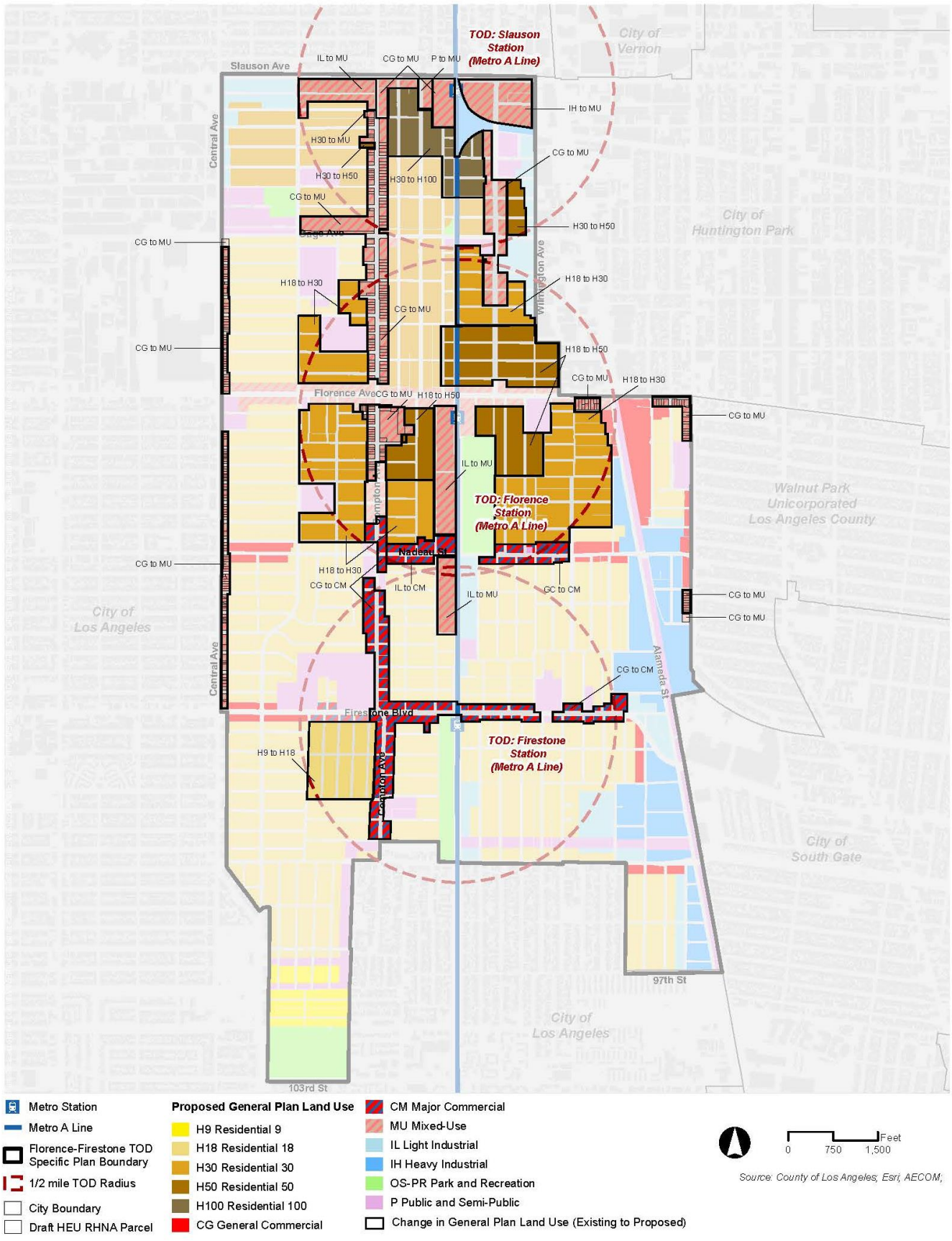

Figure 6 Proposed General Plan Land Use Designations (Change Areas) for the FFTOD Specific Plan Area

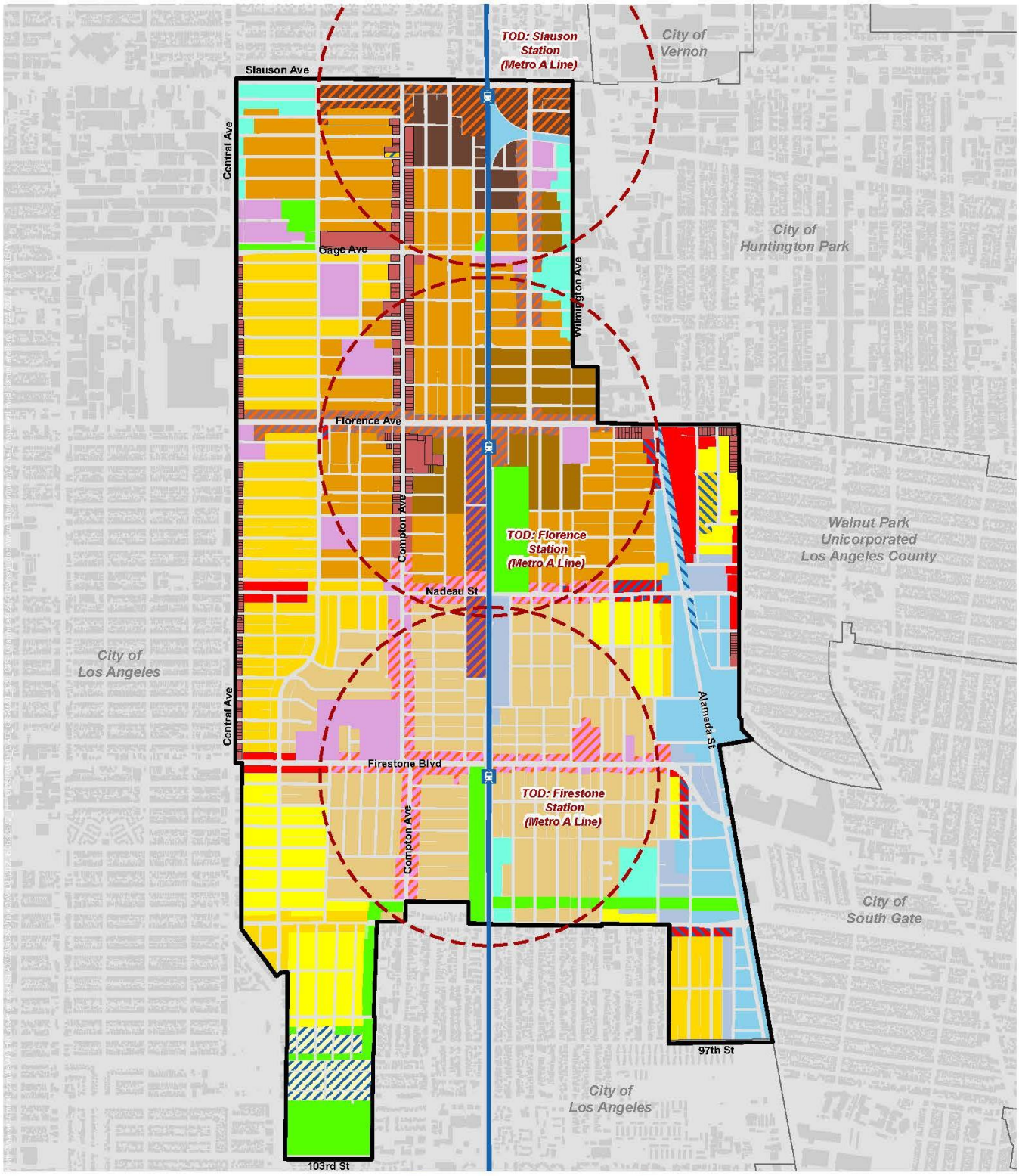

Figure 7 Proposed Zoning Categories for the FFTOD Specific Plan Area

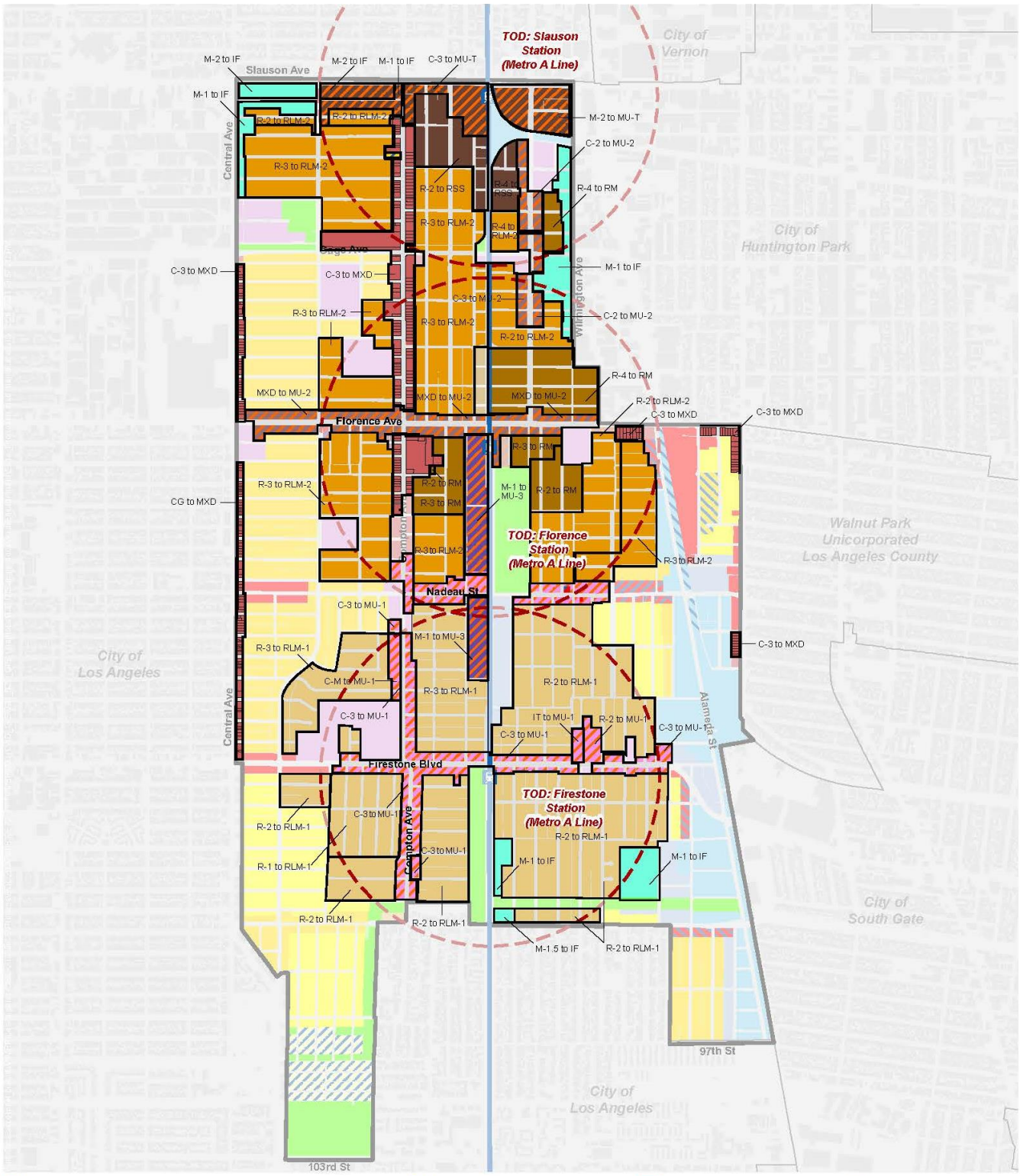

Figure 8 Proposed Zoning Categories (Change Areas) for the FFTOD Specific Plan Area

Surrounding land uses and setting: The FFTOD Specific Plan Area is surrounded on the north, south, and west by the City of Los Angeles and on the east by the City of Huntington Park, the City of South Gate, and the unincorporated community of Walnut Park. The community is between downtown Los Angeles and downtown Long Beach in proximity to major employment centers, including downtown Los Angeles, the Ports of Long Beach and Los Angeles, and the industrial sector in southeast LA County. The area surrounding the proposed FFTOD Specific Plan Area is heavily urbanized with residential, commercial, and industrial land uses. Specifically, the City of Los Angeles land uses surrounding the FFTOD Specific Plan Area to the north, west, and south include commercial, industrial, single-family and multi-family residential, open space, and public facilities. The City of Huntington Park land uses bordering the FFTOD Specific Plan Area to the east include manufacturing and general commercial. The City of South Gate land uses bordering the FFTOD Specific Plan Area to the east include regional commercial, neighborhood medium residential, and light industrial. The unincorporated community of Walnut Park land uses bordering the FFTOD Specific Plan Area to the east include mixed commercial and general commercial.

The existing setting of the FFTOD Specific Plan Area includes three Metro A Line Stations that connect the community to major job centers and regional destinations spanning from downtown Los Angeles to Long Beach. In addition, Metro Bus routes and Los Angeles Department of Transportation DASH routes serve the area. The proposed FFTOD Specific Plan land use and mobility strategies would be focused in proximity to the Metro A Line Station areas to make it easier for bicyclists and pedestrians to access the stations. While multiple public transit options can be found in the community, access to transit is hindered by critical safety barriers for pedestrians and cyclists, including narrow and damaged sidewalks, poor lighting, lack of transit-supportive wayfinding signage, lack of connecting bikeways, and few station access points to the elevated platform (at the Slauson Station). Land uses near the stations are predominantly industrial, including land dedicated for railroad operations and a large open storage facility adjacent to Slauson Station. This existing land use pattern is a barrier for connecting jobs and housing more closely to the transit services. Current access points to the stations are narrow and difficult to navigate. Bus stops in the station area also lack basic accommodations such as benches, shelters, and sufficient lighting. Cyclists in the area lack safe, separated bicycle facilities and must instead travel in mixed-traffic, high-stress, and dangerous conditions that are not safe for children, elderly, or inexperienced cyclists. One Class II bicycle lane is disconnected to the local and regional bikeway network. Overall, the TOD area is not conducive to facilitating robust transit access and lack the community-serving land uses needed to increase transit use and encourage new transit-oriented development.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

Public Agency	*Approval Required*
_____	_____
_____	_____

Major projects in the area:

Project/Case No.	*Description and Status*
_____	_____
_____	_____
_____	_____

Reviewing Agencies:

Responsible Agencies

- ☐ None
- Regional Water Quality Control Board:
  - ☒ Los Angeles Region
  - ☐ Lahontan Region
- ☐ Coastal Commission
- ☐ Army Corps of Engineers
- ☐ LAFCO

Special Reviewing Agencies

- ☒ None
- ☐ Santa Monica Mountains Conservancy
- ☐ National Parks
- ☐ National Forest
- ☐ Edwards Air Force Base
- ☐ Resource Conservation District of Santa Monica Mountains Area

Regional Significance

- ☐ None
- ☒ SCAG Criteria
- ☒ Air Quality
- ☐ Water Resources
- ☐ Santa Monica Mtns. Area
- ☒ City of Los Angeles
- ☒ City of Huntington Park
- ☒ City of South Gate

Trustee Agencies

- ☐ None
- ☒ State Dept. of Fish and Wildlife
- ☐ State Dept. of Parks and Recreation
- ☐ State Lands Commission
- ☐ University of California (Natural Land and Water Reserves System)

County Reviewing Agencies

- ☒ DPW
- ☒ Fire Department
  - -Planning Division
  - - Land Development Unit
  - - Health Hazmat
- ☒ Sanitation District
- ☒ Public Health/Environmental Health Division: Land Use Program (OWTS), Drinking Water Program (Private Wells), Toxics Epidemiology Program (Noise)
- ☒ Sheriff Department
- ☒ Parks and Recreation
- ☐ Subdivision Committee
- ☒ Los Angeles Unified School District
- ☒ Los Angeles County Library

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially significant impacts affected by this project.

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

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

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Norman Ornelas Jr — Signature (Prepared by)

3/11/2021 — Date

Patricia L. Hachiya — Signature (Approved by)

3/11/2021 — Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Department cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the Lead Department has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 15063(c)(3)(D).) In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significant. Sources of thresholds include the LA County General Plan, other LA County planning documents, and LA County ordinances. Some thresholds are unique to geographical locations.

1. AESTHETICS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

Less Than Significant Impact. Scenic vistas include views of scenic resources, such as designated scenic highways and corridors (or routes), hillsides, viewsheds and ridgelines, or other unusual scenic landforms, from any given location. Florence-Firestone is an urbanized community approximately 6 miles south of downtown Los Angeles. Typical views within the FFTOD Specific Plan Area consist of urban development and associated roadways and landscaping. Implementation of the FFTOD Specific Plan would result in redevelopment and infill development of residential, mixed-use, and industrial buildings with maximum heights ranging from 36 to 72 feet. There are no designated scenic highways, significant ridgelines, or other identified scenic resources within the FFTOD Specific Plan Area. The closest scenic highway to the FFTOD Specific Plan Area is State Route 2, the Angeles Crest Highway, approximately 20 miles to the north. The nearest significant ridgeline to the FFTOD Specific Plan Area is the Santa Monica Mountains, approximately 10 miles north. As a result, impacts to scenic vistas related to implementation of the FFTOD Specific Plan would be less than significant. This issue will not be analyzed further in the Environmental Impact Report (EIR).

b) Be visible from or obstruct views from a regional riding, hiking, or multi-use trail?	☐	☐	☐	☒

No Impact. According to the Trails Map by the Los Angeles County Department of Parks and Recreation, no LA County trails are within the FFTOD Specific Plan Area. The closest riding, hiking, or multi-use trail is the Rio Hondo River Trail, approximately 5 miles east of the FFTOD Specific Plan Area. Therefore, the Project would not be visible or obstruct views from a regional trail, and no impact would occur. This issue will not be analyzed further in the EIR.

c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒

No Impact. Based on a review of the California Department of Transportation Scenic Highways Program, no state scenic highways are located within the FFTOD Specific Plan Area. The closest scenic highway to the FFTOD Specific Plan Area is State Route 2, the Angeles Crest Highway, approximately 20 miles to the north. Thus, the FFTOD Specific Plan Area is not visible from this highway, and the Project would not result in impacts to scenic resources within view of a state scenic highway. The Project would not damage scenic resources and no impact would occur. This issue will not be analyzed further in the EIR.

d) Substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing	☒	☐	☐	☐

scenic quality? (Public views are those that are experienced from publicly accessible vantage point)

Potentially Significant Impact. Implementation of the FFTOD Specific Plan would entail some changes to the visual character of the FFTOD Specific Plan Area. The Project would enable industrial, mixed-use, commercial, and residential land uses and provide recommendations for mobility improvements that support increased housing density and employment in proximity to the three Metro A Line Stations in the community (i.e., Slauson, Florence, and Firestone Stations). These improvements would allow for increased intensity, taller buildings, or streetscape changes that are consistent with a TOD development pattern that could alter the existing visual character or quality of public views of the FFTOD Specific Plan Area and its surroundings. The impact is considered potentially significant and will be further analyzed in the EIR.

e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area? ☒ ☐ ☐ ☐

Potentially Significant Impact. The FFTOD Specific Plan Area is heavily urbanized with residential and industrial land uses, and has existing lighting including streetlights, commercial signage, vehicle lights, parking lot lights, and building lights. The Project would enable industrial, mixed-use, commercial, and residential land uses and provide recommendations for mobility improvements that support increased housing density and employment in proximity to the three Metro A Line Stations (i.e., Slauson, Florence, and Firestone Stations) in the community. These improvements would allow for increased intensity, taller buildings, or streetscape changes consistent with a TOD development pattern that could create new sources of shadow, light, or glare. The impact is considered potentially significant and will be further analyzed in the EIR.

References

California Department of Transportation, Scenic Highways Program, available at https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed November 2, 2020.

California State Parks Office of Historic Preservation, California Historical Landmarks for Los Angeles County, available at https://ohp.parks.ca.gov/?page_id=21427, accessed February 2, 2021.

Los Angeles County Department of Parks and Recreation, Trails Los Angeles County Map, available at https://trails.lacounty.gov, accessed November 2, 2020.

National Park Service, National Register of Historic Places, available at https://www.nps.gov/subjects/nationalregister/database-research.htm#table, accessed February 2, 2021.

2. AGRICULTURE / FOREST

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	***Less Than Significant Impact with Mitigation Incorporated***	***Less Than Significant Impact***	***No Impact***
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐

Less Than Significant Impact. According to the California Important Farmland Finder maintained by the California Department of Conservation, the majority of the FFTOD Specific Plan Area is designated as Urban and Built-Up Land, which indicates that the land is used for residential, industrial, commercial, and other developed purposes. There is an area of Unique Farmland, defined as farmland of lesser quality soils used for the production of the state's leading agricultural crops, at the southern boundary of the FFTOD Specific Plan Area west of Compton Avenue and south of 91st Street. The FFTOD Specific Plan would include zone changes for existing residential parcels adjacent to this area of Unique Farmland. However, the FFTOD Specific Plan would not convert the Unique Farmland to a non-agricultural use. Therefore, the impact would be less than significant. This issue will not be analyzed further in the EIR.

b) Conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract?	☐	☐	☐	☒

No Impact. The Williamson Act enables local governments to enter contracts with private landowners to restrict specific parcels of land to agricultural or related open space use in exchange for reduced property tax assessments for the landowners. There are no existing Williamson Act contracts within this part of LA County, and there are no designated agricultural resource areas within the FFTOD Specific Plan Area. Therefore, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur. This issue will not be analyzed further in the EIR.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?	☐	☐	☐	☒

No Impact. The FFTOD Specific Plan Area is heavily urbanized with residential and industrial land uses and is not in an area zoned for forest land, timberland, or Timberland Production as defined in Public Resources Code Section 12220(g) and Government Code Section 4526. Therefore, implementation of the Project would not conflict with or cause rezoning of forest land or timberland, and no impact would occur. This issue will not be analyzed further in the EIR.

d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

No Impact. The FFTOD Specific Plan Area is heavily urbanized with residential and industrial land uses and is not zoned for forest land, nor does it contain any forests. Therefore, implementation of the Project would not result in the loss of forest land or conversion of forest land to non-forest use, and no impact would occur. This issue will not be analyzed further in the EIR.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

Less Than Significant Impact. The FFTOD Specific Plan Area is heavily urbanized with residential and industrial land uses. As discussed in Response 2a, Unique Farmland exists within the FFTOD Specific Plan Area. Although the FFTOD Specific Plan includes zone changes for existing residential parcels adjacent to this farmland, it does not propose converting the Unique Farmland to non-agricultural use. Additionally, the changes associated with the FFTOD Specific Plan would not be expected to result in future conversion of this farmland to non-agricultural use, as the farmland would remain within the same context of agricultural activities within an electrical transmission right-of-way that is surrounded by urban development. Therefore, the impact would be less than significant. This issue will not be analyzed further in the EIR.

References

State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Los Angeles County, Los Angeles County Important Farmland 2016 map, available at https://www.conservation.ca.gov/dlrp/fmmp/Pages/LosAngeles.aspx, accessed November 2, 2020.

State of California Department of Conservation, Division of Land Resource Protection, Williamson Act Program, available at https://www.conservation.ca.gov/dlrp/wa, accessed November 2, 2020.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?	☒	☐	☐	☐

Potentially Significant Impact. The South Coast Air Quality Management District manages air quality within the South Coast Air Basin, which includes the FFTOD Specific Plan Area. The Project would enable the development of industrial, mixed-use, commercial, and residential land uses and provide recommendations for mobility improvements that support increased housing density and employment in proximity to the three Metro A Line Stations (i.e., Slauson, Florence, and Firestone Stations) in the community. Implementation of the FFTOD Specific Plan would generate pollutant emissions during construction and operation of new developments within the FFTOD Specific Plan Area. The impact is considered potentially significant and an Air Quality Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☒	☐	☐	☐

Potentially Significant Impact. The Project would enable the development of industrial, mixed-use, commercial, and residential land uses and provide recommendations for mobility improvements that support increased housing density and employment in proximity to the three Metro A Line Stations (i.e., Slauson, Florence, and Firestone Stations) in the community. Implementation of the FFTOD Specific Plan would generate short- and long-term pollutant emissions from construction and operation of new developments within the FFTOD Specific Plan Area. Short-term emissions may result from construction activities such as demolition, excavation, and building construction. Although the Project would provide opportunities to promote active transportation and reduce vehicle miles traveled, the Project may result in a cumulatively considerable net increase of any criteria pollutant that could potentially conflict with state or federal ambient air quality standards due to the magnitude of the FFTOD Specific Plan Area. The impact is considered potentially significant and an Air Quality Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

c) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐

Potentially Significant Impact. Sensitive receptors are defined as locations used by people, or by persons that are more susceptible to the harmful health effects of emissions, such as children and the elderly. As discussed in Response 3b above, implementation of the FFTOD Specific Plan would generate short- and

long-term pollutant emissions from construction and operation of new developments within the FFTOD Specific Plan Area. Sensitive receptor locations within the Florence-Firestone community include residential areas, recreational areas, and schools. Future development may expose sensitive receptors within and near the FFTOD Specific Plan Area to substantial pollutant concentrations. The impact is considered potentially significant and an Air Quality Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☒	☐	☐	☐

Potentially Significant Impact. The FFTOD Specific Plan would accommodate light industrial land uses that would be less intensive than the existing permitted industrial land uses. Nonetheless, the light industrial uses may result in exposing a substantial number of people to other emissions, such as odors. The impact is considered potentially significant and an Air Quality Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

4. BIOLOGICAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	☐	☐	☒	☐

Less Than Significant Impact. The FFTOD Specific Plan Area is heavily urbanized with residential and industrial land uses and lacks natural, vegetated areas (such as creeks or channels) that could support sensitive natural communities or native habitat for sensitive species. The proposed FFTOD Specific Plan provides for infill development within an already highly disturbed urban environment. Therefore, implementation of the FFTOD Specific Plan would not result in any direct impacts to special-status species identified as a candidate, sensitive, or special-status species. Any occurrence of a sensitive species in the FFTOD Specific Plan Area is expected to be an incidental occurrence, such as during foraging. It is anticipated that some trees would likely be removed to accommodate construction of development projects, which has the potential to impact nesting birds if future development occurs during the nesting season.

The Migratory Bird Treaty Act of 1918 (MBTA) prohibits the take (i.e., killing, capturing, selling, trading, or transport) of native migratory birds, or any part, nest, or egg of any such bird unless allowed by another regulation adopted in accordance with the MBTA (United States Code Title 16, Chapter 7, Subchapter II, Sections 703-712). Compliance with the MBTA would generally include avoiding construction activities during the nesting season, February 15 through September 1, or if construction activities are to be undertaken during the nesting season, by conducting pre-construction nesting bird surveys and, if needed, providing a qualified biologist to monitor active nests to ensure construction does not affect species protected under the MBTA. Nesting birds are also protected under the California Fish and Game Code (Section 3505 et seq.). Section 3503 prohibits the take, possession, or needless destruction of the nest or eggs of any bird, with specified exceptions. By law, future projects developed in accordance with the FFTOD Specific Plan would be required to comply with the MBTA and California Fish and Game Code to protect migratory and nesting birds. As such, impacts to nesting birds would be less than significant. This issue will not be analyzed further in the EIR.

b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?	☐	☐	☐	☒

No Impact. According to the National Wetlands Inventory managed by the USFWS, no riparian habitat or non-jurisdictional wetlands exist within the FFTOD Specific Plan Area. Additionally, as discussed in Response 4a, the FFTOD Specific Plan Area lacks natural, vegetated areas that could support sensitive natural communities or native habitat for sensitive species. The FFTOD Specific Plan Area is heavily urbanized with

residential and industrial land uses and the Project would not adversely affect any sensitive natural communities. No impact would occur. This issue will not be analyzed further in the EIR.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means? ☐ ☐ ☐ ☒

No Impact. As discussed in Response 4b, according to the National Wetlands Inventory, there are no state or federally protected wetlands within the FFTOD Specific Plan Area, which is heavily urbanized. The closest mapped wetland to the FFTOD Specific Plan Area is Compton Creek, approximately 1.3 miles south of the FFTOD Specific Plan Area. Therefore, the Project would have no impact on wetlands. This issue will not be analyzed further in the EIR.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? ☐ ☐ ☒ ☐

Less Than Significant Impact. The FFTOD Specific Plan Area is heavily urbanized and does not present suitable habitat to support the movement of native or migratory fish. Existing trees and vegetation in the FFTOD Specific Plan Area may be used as habitat by migratory birds. However, as discussed in Response 4a above, future projects developed in accordance with the FFTOD Specific Plan would be required to comply with state and federal regulations that protect migratory wildlife, including the MBTA and California Fish and Game Code. Therefore, impacts would be less than significant. This issue will not be analyzed further in the EIR.

e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or other unique native woodlands (juniper, Joshua, southern California black walnut, etc.)? ☐ ☐ ☐ ☒

No Impact. According to DRP's Distribution of Oak Species in LA County Map, there is no occurrence of oak woodlands or other unique native woodlands within or near the FFTOD Specific Plan Area, as the area is developed with urban land uses. Therefore, no impact would occur to oak woodlands or native woodlands. This issue will not be analyzed further in the EIR.

f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 102), Specific Plans (L.A. County Code, Title 22, Ch. 22.46), Community Standards Districts (L.A. County Code, Title 22, Ch. 22.300 et seq.), and/or ☐ ☐ ☒ ☐

Coastal Resource Areas (L.A. County General Plan, Figure 9.3)?

Less Than Significant Impact. The only applicable local policy or ordinance protecting biological resources for the FFTOD Specific Plan Area is the Los Angeles County Oak Tree Ordinance (County Code of Ordinances Sections 22.56.2050 et seq.), which prohibits anyone from damaging or removing oak trees without a permit from DRP. Although no occurrence of oak woodlands or other unique native woodlands occur within or near the FFTOD Specific Plan Area as described in Response 4e, existing landscaping within the FFTOD Specific Plan Area may include oak trees. However, future proposed development under the FFTOD Specific Plan would be required to adhere to the Oak Tree Ordinance. The Oak Tree Ordinance requires permit applicants to submit a site plan and an oak tree report. The site plan should show the locations and dimensions of existing land uses; proposed features on the site; and the location of all oak trees subject to the ordinance proposed to be removed and/or relocated, or within 200 feet of proposed construction, grading, landfill, or other activity. The oak tree report should be prepared, by an individual with expertise acceptable to the director and LA County forester and fire warden, of each tree shown on the site plan describing the size, structure, and health of each tree; and identifying trees that may be classified as heritage trees – which are either any oak tree measuring 36 inches or more in diameter, measured 4.5 feet above the natural grade; or any other oak tree having significant historical or cultural importance to the community. As a result, the Project would not conflict with any local plans or policies protecting biological resources, and impacts would be less than significant. This issue will not be analyzed further in the EIR.

g) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan?	☐	☐	☐	☒

No Impact. According to the Habitat Conservation Database managed by the USFWS, the FFTOD Specific Plan Area is not located in any adopted Habitat Conservation Plan area. In addition, based on the California Natural Community Conservation Plans Map created by CDFW, the FFTOD Specific Plan Area is not located in any Natural Community Conservation Plan area. No impact would occur. This issue will not be analyzed further in the EIR.

References

California Department of Fish and Wildlife, California Natural Community Conservation Plans Map, available at https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline, accessed November 11, 2020.

Los Angeles County Department of Regional Planning, Distribution of Oak Species in LA County, available at https://planning.lacounty.gov/assets/upl/sea/Distribution_of_Oak_Species_in_LA_County.pdf, accessed November 2, 2020.

US Fish and Wildlife Service, Habitat Conservation Database, available at https://ecos.fws.gov/ecp0/conservationPlan/region/summary?region=8&type=HCP, accessed November 2, 2020.

U.S. Fish and Wildlife Service, National Wetlands Inventory, Wetlands Mapper, available at https://www.fws.gov/wetlands/data/mapper.html, accessed November 2, 2020.

5. CULTURAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5?	☒	☐	☐	☐

Potentially Significant Impact. Historical resources include objects, buildings, structures, sites, areas, places, records, or manuscripts that are historically or archaeologically significant. Buildings and structures 45 years old or older are typically evaluated for historical significance by cultural resources investigations. Based on the DRP GIS-NET database, no historic resources are within the FFTOD Specific Plan Area. However, according to the FFCP, the majority of structures in Florence-Firestone were built during the 1920s–1940s and have the potential to be considered historic resources. Additionally, according to the California Office of Historic Preservation, Built Environment Resources Directory, a total of 27 previously recorded built environment resources were identified within the focused change area (refer to Figure 8 above). Therefore, the Project may cause a substantial adverse change in the significance of a historical resource. The impact is considered potentially significant and a Cultural Resources Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?	☒	☐	☐	☐

Potentially Significant Impact. Archaeological resources are prehistoric or historic evidence of past human activities, including structural ruins and buried resources. The FFTOD Specific Plan Area is already heavily urbanized and ground surfaces have been heavily disturbed due to previous development. Therefore, the likelihood of the discovery of archaeological resources is minimal. However, construction of future development in the FFTOD Specific Plan Area could require deeper excavations than previously needed for existing and past developments. Therefore, construction of new developments could cause a substantial adverse change in the significance of an archaeological resource. The impact is considered potentially significant and a Cultural Resources Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐

Potentially Significant Impact. The Florence-Firestone community is heavily urbanized with residential and industrial land uses. There are no unique geologic features within the FFTOD Specific Plan Area. However, as discussed in Response 5b above, construction of future development pursuant to implementation of the FFTOD Specific Plan could require deeper excavations than previously needed for existing and past developments. Therefore, construction of new developments could directly or indirectly destroy a unique paleontological resource. The impact is considered potentially significant and a Cultural

Resources Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

d) Disturb any human remains, including those interred outside of dedicated cemeteries?	☒	☐	☐	☐

Potentially Significant Impact. No known site within the FFTOD Specific Plan Area has been used for human burial purposes, including cemeteries. Therefore, it is unlikely that human remains would be encountered during construction activities related to future development pursuant to implementation of the FFTOD Specific Plan. However, previously unknown buried human remains could be inadvertently disturbed during construction activities. The impact is considered potentially significant and will be further analyzed in the EIR.

References

California Office of Historic Preservation, Built Environment Resources Directory, Resources by County, available at https://ohp.parks.ca.gov/?page_id=30338, accessed February 22, 2021.

Los Angeles County Department of Regional Planning, GIS-NET, available at https://planning.lacounty.gov/gisnet, accessed February 22, 2021.

Los Angeles County Department of Regional Planning, Florence-Firestone Community Plan, adopted September 2019, available at http://planning.lacounty.gov/assets/upl/project/ffcp_final_20190903.pdf, accessed November 2, 2020.

6. ENERGY

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☒	☐	☐	☐

Potentially Significant Impact. Redevelopment and infill development resulting from implementation of the FFTOD Specific Plan would require approvals pursuant to Title 31 of the LA County Code, known as the Green Building Standards, which sets guidelines for planning and design, energy efficiency, water conservation, recycling, and air quality. Additionally, the Project would be consistent with policies set forth in the FFCP that promote energy efficiency and green building for new developments. Nonetheless, an Energy Technical Report will be prepared to evaluate the impacts of implementation of the FFTOD Specific Plan related to energy resources. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☒	☐	☐	☐

Potentially Significant Impact. The FFTOD Specific Plan would propose land use and zoning changes and provide recommendations for mobility improvements to support transit-oriented development in proximity to the Metro A Line Station areas (i.e., Slauson, Florence, and Firestone Stations). Development projects resulting from implementation of the FFTOD Specific Plan would comply with State of California and LA County regulations related to renewable energy and energy efficiency. These regulations would include the State's Renewable Portfolio Standard; Appliance Efficiency Regulations; Title 24, California Code of Regulations, Part 6: Energy Efficiency Standards for Buildings; and Title 31, Green Building Standards, LA County Code, all of which address energy efficiency guidelines for developments. Nonetheless, an Energy Technical Report will be prepared to evaluate the FFTOD Specific Plan's consistency with state or local plans for renewable energy or energy efficiency. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

7. GEOLOGY AND SOILS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐

Less Than Significant Impact. The Los Angeles Basin contains both active and potentially active faults and is considered a region of high seismic activity. The California Earthquake Hazards Zone Application Map issued by the California Geological Survey shows no active faults or Alquist-Priolo Earthquake Fault Zones within the FFTOD Specific Plan Area. The closest known fault is the Newport-Inglewood-Rose Canyon Fault approximately 2.4 miles southwest of the FFTOD Specific Plan Area and the Upper Elysian Park Fault approximately 5.2 miles north of the FFTOD Specific Plan Area. Ground rupture is considered more likely along active faults. Due to the distance between the FFTOD Specific Plan Area and the nearest active fault, future development pursuant to implementation of the FFTOD Specific Plan is unlikely to experience ground rupture. The impact would be less than significant. This issue will not be analyzed further in the EIR.

ii) Strong seismic ground shaking?	☐	☐	☒	☐

Less Than Significant Impact. Buildout of the FFTOD Specific Plan would increase the numbers of residential units, non-residential structures, residents, and workers in the FFTOD Specific Plan Area. As discussed in Response 7a(i), the closest active faults to the FFTOD Specific Plan Area are the Newport-Inglewood-Rose Canyon Fault approximately 2.4 miles southwest of the FFTOD Specific Plan Area and the Upper Elysian Park Fault approximately 5.2 miles north of the FFTOD Specific Plan Area. Even though future development pursuant to implementation of the FFTOD Specific Plan would not likely experience ground rupture, strong seismic ground shaking would likely occur within the lifetime of the FFTOD Specific Plan. Although strong seismic shaking is a risk throughout Southern California, the FFTOD Specific Plan Area is not at greater risk of seismic activity or impacts than other areas. Additionally, the California Building Code regulates development to reduce hazards from earthquakes and other geologic hazards. The California Building Code contains building design and construction requirements that are intended to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards. Additionally, future development pursuant to implementation of the FFTOD Specific Plan would be required to adhere to the provisions of the California Building Code, which are imposed on development projects by LA County during the building plan check and development review process. Compliance with the requirements of the California Building Code would ensure that impacts related to the hazards associated with strong seismic ground shaking would be less than significant. This issue will not be analyzed further in the EIR.

iii) Seismic-related ground failure, including liquefaction and lateral spreading? ☒ ☐ ☐ ☐

Potentially Significant Impact. Liquefaction occurs when loosely packed, water saturated sediments at or near the ground surface lose their strength in response to strong or extended periods of seismic shaking. Pressure increases in the soil pores temporarily alter the soil state from solid to liquid. Liquefied sediments lose strength, in turn causing the failure of adjacent infrastructure, including buildings. Lateral spreading is a type of liquefaction-induced ground failure on mildly sloping ground and occurs when ground shaking causes the side-to-side movement of soil.

According to the California Earthquake Hazards Zone Application Map, the FFTOD Specific Plan Area is within the Inglewood and South Gate Liquefaction Zone. The FFTOD Specific Plan Area has a flat topography and is not within or near a landslide zone. Nonetheless, future development projects considered for approval pursuant to implementation of the FFTOD Specific Plan could subject persons or structures to potentially significant hazards arising from liquefaction. Thus, the impact related to liquefaction and lateral spreading is considered potentially significant and will be further analyzed in the EIR.

iv) Landslides? ☐ ☐ ☐ ☒

No Impact. The FFTOD Specific Plan Area has a flat topography. Additionally, according to the California Earthquake Hazards Zone Application Map, the FFTOD Specific Plan Area is not within or near a landslide zone. Therefore, no impact would occur. This issue will not be analyzed further in the EIR.

b) Result in substantial soil erosion or the loss of topsoil? ☒ ☐ ☐ ☐

Potentially Significant Impact. The FFTOD Specific Plan Area is flat and future development associated with the FFTOD Specific Plan would be implemented in an area that is already developed for urban land uses. However, construction activities associated with the FFTOD Specific Plan, such as roadway, sidewalk, bicycle path, and building development components, would require excavation, grading, and other soil-disturbing activities, which have the potential to result in substantial soil erosion or the loss of topsoil. The impact is considered potentially significant and will be further analyzed in the EIR.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? ☒ ☐ ☐ ☐

Potentially Significant Impact. As described in Response 7a(iii), the FFTOD Specific Plan Area is within the Inglewood and South Gate Liquefaction Zones. Future development pursuant to implementation of the FFTOD Specific Plan may be located on soil that is unstable. Therefore, the impact related to being located on an unstable geologic unit or soils is considered potentially significant and will be further analyzed in the EIR.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? ☒ ☐ ☐ ☐

Potentially Significant Impact. Expansive soils are clay-based soils that tend to expand or increase in volume as they absorb water. Future development pursuant to implementation of the FFTOD Specific Plan may be located on expansive soils. The impact is considered potentially significant and will be further analyzed in the EIR.

e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

No Impact. The FFTOD Specific Plan Area is served by a public sanitary sewer system. Future developments pursuant to implementation of the FFTOD Specific Plan would include connections to sanitary sewers and would not use onsite wastewater treatment systems. No impact would occur. This issue will not be analyzed further in the EIR.

f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104)?	☐	☐	☐	☒

No Impact. The FFTOD Specific Plan Area has a flat topography and is not subject to the Hillside Management Area Ordinance. No impact would occur. This issue will not be analyzed further in the EIR.

References

California Department of Conservation, EQ Zapp: California Earthquake Hazards Zone Application, available at https://www.conservation.ca.gov/cgs/geohazards/eq-zapp, accessed November 2, 2020.

U.S. Geological Survey, Earthquake Hazards Program, available at https://earthquake.usgs.gov/, accessed November 16, 2020.

8. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐

Potentially Significant Impact. Although the Project would provide opportunities to promote active transportation and reduce vehicle miles traveled, construction and operation of future development permitted by the FFTOD Specific Plan would generate GHG emissions, both directly and indirectly, in the areas of transportation, energy use, water use, and waste disposal. The impact is considered potentially significant and a Greenhouse Gases Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

Potentially Significant Impact. The California Air Resources Board's Climate Change Scoping Plan contains the main strategies California will implement to achieve required GHG reductions set by Assembly Bill 32, which requires California to reduce its GHG emissions to 1990 levels by 2020. The Sustainable Communities and Climate Protection Act (Senate Bill 375) coordinates land use planning, regional transportation plans, and funding priorities to reduce GHG emissions from passenger vehicles. The Southern California Association of Government's (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy seeks to reduce per capita transportation emissions for the SCAG region. The FFTOD Specific Plan may generate GHG emissions from construction and operation of future development. Because GHG emissions generated by buildout of the FFTOD Specific Plan may be substantial, these impacts may conflict with GHG strategies and targets of applicable plans, policies, or regulations adopted for the purpose of reducing GHG emissions, including the aforementioned. The impact is considered potentially significant and a Greenhouse Gases Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

9. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?	☒	☐	☐	☐

Potentially Significant Impact. Future development pursuant to implementation of the FFTOD Specific Plan would include construction-related activities and the operation of new or different land uses, which may involve the routine use of substances classified as hazardous materials including fuels, pesticides, paints, and other materials. While the Project would comply with existing federal, state, and local regulations regarding the use, storage, transport, and disposal of hazardous materials, the impact is considered potentially significant and will be further analyzed in the EIR.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?	☒	☐	☐	☐

Potentially Significant Impact. The Project would propose land use and zoning changes and provide recommendations for mobility improvements to support transit-oriented development in proximity to the Metro A Line Station areas (i.e., Slauson, Florence, and Firestone Stations). Implementation of the land use changes may include development that could result in the release of unknown contaminants from the soil and/or groundwater during construction into the environment. The impact is considered potentially significant and will be further analyzed in the EIR.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?	☒	☐	☐	☐

Potentially Significant Impact. The FFTOD Specific Plan Area includes a total of nine elementary schools, five middle schools, three high schools, and two private schools. In addition, the FFTOD Specific Plan Area has the Florence Medical Center, Roosevelt Park Senior Center, and Florence-Firestone Childcare Center, all of which are considered sensitive land uses. The Project would comply with existing federal, state, and local regulations regarding the use, storage, transport, and disposal of hazardous materials. In addition, any future development would be subject to the standards of the LA County Green Zones Program (when adopted), which seeks to enhance public health and land use compatibility in the unincorporated communities that bear a disproportionate pollution burden. Nonetheless, future development pursuant to implementation of the FFTOD Specific Plan may involve the routine use of substances classified as hazardous materials and/or result in the release of unknown contaminants/hazardous materials during construction within one-quarter mile of sensitive land uses. Thus, the impact is considered potentially significant and will be further analyzed in the EIR.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to	☒	☐	☐	☐

Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact. The FFTOD Specific Plan Area is heavily urbanized with residential and industrial land uses, which may have a history of hazardous material sites. The Geotracker Database, managed by the State Water Resources Control Board, and the EnviroStor database, managed by the California Department of Toxic Substances Control, track sites that may impact water quality and hazardous waste facilities, respectively. Future development pursuant to implementation of the FFTOD Specific Plan may be located on or near a hazardous materials site. The impact is considered potentially significant and will be further analyzed in the EIR.

e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? ☐ ☐ ☐ ☒

No Impact. According to the Los Angeles County Airport Land Use Plan, the FFTOD Specific Plan Area is not within an airport land use plan or within 2 miles of a public or public use airport. The nearest public use airport is the Compton/Woodley Airport, approximately 3.5 miles from the southern boundary of the FFTOD Specific Plan Area. Therefore, the Project would not result in a safety hazard or excessive noise for people residing or working in the FFCP area, and no impact would occur. This issue will not be analyzed further in the EIR.

f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? ☒ ☐ ☐ ☐

Potentially Significant Impact. The Los Angeles County Office of Emergency Management maintains the Los Angeles County Operational Area Emergency Response Plan and the County of Los Angeles All-Hazard Mitigation Plan. Future development pursuant to implementation of the FFTOD Specific Plan would require construction, which may result in construction-related traffic that could temporarily impede emergency access to and within the FFTOD Specific Plan Area. The impact is considered potentially significant and will be further analyzed in the EIR.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving fires, because the project is located:

i) within a high fire hazard area with inadequate access? ☐ ☐ ☐ ☒

No Impact. According to the Fire Hazard Severity Zones Map prepared by the California Department of Forestry and Fire Protection (CAL FIRE), the FFTOD Specific Plan Area is not within or near a Very High Fire Hazard Severity Zone. Therefore, there would be no impact to people or structures within a high fire hazard area with inadequate access. This issue will not be analyzed further in the EIR.

ii) within an area with inadequate water and pressure to meet fire flow standards? ☐ ☐ ☒ ☐

Less Than Significant Impact. As described in Response 9g(i), the FFTOD Specific Plan Area is not within a Very High Fire Hazard Severity Zone. Furthermore, the Florence-Firestone community is served by Fire Station 16 at 8010 Compton Avenue. The Los Angeles County Fire Department requires adequate water and pressure to service an area, and adequate water and pressure to meet fire flow standards would be continued with buildout of the FFTOD Specific Plan. Therefore, the impact would be less than significant. This issue will not be analyzed further in the EIR.

iii) within proximity to land uses that have the potential for dangerous fire hazard? ☐ ☐ ☒ ☐

Less Than Significant Impact. The FFTOD Specific Plan Area is presently heavily urbanized with industrial and commercial land uses that inherently have some fire hazard potential. However, these existing uses primarily consist of retail store, shopping center, and auto service commercial uses with nearby residential uses that are typical of an urban setting and would not be considered a dangerous fire hazard. Additionally, the proposed FFTOD Specific Plan Zoning Categories would consider uses suitable for employment near residential areas as well as the creation of transitions between industrial uses that would serve to limit exposure of people to certain land uses. Further, as previously described in Response 9g(i), the FFTOD Specific Plan Area is not within a Very High Fire Hazard Severity Zone. Therefore, a less than significant impact would occur to people or structures within proximity to land uses that have the potential for fire hazard. This issue will not be analyzed further in the EIR.

h) Does the proposed use constitute a potentially dangerous fire hazard? ☐ ☐ ☒ ☐

Less Than Significant Impact. The FFTOD Specific Plan would address land use and zoning changes, and provide recommendations for mobility improvements that support housing density and employment in proximity to the Metro A Line Stations (i.e., Slauson, Florence, and Firestone Stations) in the community. It would include light industrial and commercial land uses that may use or manufacture products/materials that could present some fire hazard. However, the FFTOD Specific Plan Area is already heavily urbanized with industrial and commercial land uses that also inherently have some fire hazard potential. The majority of the existing industrial uses within the FFTOD Specific Plan Area is light manufacturing with a small amount of heavy manufacturing, with industrial uses primarily clustered along industrial corridors with auto related uses. The proposed Industrial Flex Zoning Category would maintain light industrial uses and jobs while introducing new neighborhood-serving commercial and innovation uses suitable for employment near residential areas. The Mixed-Use Zoning Categories (MU-1, MU-2, MU-3, and MU-T) would create an employment-focused, high-intensity mixed-use transit district that allows for the creation of transitions between industrial uses. The Industrial Flex Zoning Category would allow for the creation of transitions between employment uses and residential to encourage less noxious uses and focus on light industrial, neighborhood-serving commercial and office uses. Therefore, future development within these zoning categories would not constitute a potentially dangerous fire hazard or increase the potential for dangerous fire hazards as they would consist of typical urban land uses, similar to existing conditions. The impact would be less than significant. This issue will not be analyzed further in the EIR.

References

County of Los Angeles, Open Data, Fire Hazard Severity Zones, available at https://data.lacounty.gov/dataset/Fire-Hazard-Severity-Zones/jwg2-9k5y, accessed November 2, 2020.

Department of Toxic Substances Control, EnviroStor, available at https://www.envirostor.dtsc.ca.gov/public, accessed November 2, 2020.

Los Angeles County Office of Emergency Management, Los Angeles County Airport Land Use Plan, available at https://planning.lacounty.gov/assets/upl/data/pd_alup.pdf, accessed November 2, 2020.

State Water Resources Control Board, GeoTracker, available at https://geotracker.waterboards.ca.gov/, accessed November 2, 2020.

10. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☒	☐	☐	☐

Potentially Significant Impact. The Clean Water Act governs water quality and the National Pollutant Discharge Elimination System (NPDES) requires any facility discharging pollutants to obtain a permit; compliance is required for all projects within LA County. Redevelopment and infill development of parcels resulting from implementation of the FFTOD Specific Plan have the potential to disturb soil or release hazardous materials that could degrade surface or groundwater quality. The impact is considered potentially significant and will be further analyzed in the EIR.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☒	☐	☐	☐

Potentially Significant Impact. The California Department of Water Resources' Sustainable Groundwater Management Program Data Viewer indicates that the FFTOD Specific Plan Area is in the Central Subbasin of the Coastal Plain of Los Angeles Groundwater Basin. According to the Los Angeles County Public Works' Spreading Grounds Facilities Map, which identifies water conservation facilities, there are no groundwater recharge basins within or near the FFTOD Specific Plan Area and the FFTOD Specific Plan Area is not used for intentional groundwater recharge. The Golden State Water Company provides water to the Central Basin West service area which includes the FFTOD Specific Plan Area. Water supplied to the Central Basin West service area is composed of groundwater pumped from the Central Groundwater Basin and water from the Colorado River Aqueduct and the State Water Project that is imported and distributed by the Metropolitan Water District of Southern California. The Central Groundwater Basin is bound by the La Brea Uplift to the north; the Elysian, Repetto, Merced, and Puente Hills to the east; the Orange County Groundwater Basin to the southeast; and the Newport-Inglewood Fault Zone to the west. Implementation of the FFTOD Specific Plan would include future development that would increase housing and population, thereby increasing water demand. Therefore, the impact on groundwater supplies is considered potentially significant and will be further analyzed in the EIR.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of a Federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site?	☒	☐	☐	☐

Potentially Significant Impact. The FEMA Flood Map Service Center, managed by the Department of Homeland Security, indicates that the FFTOD Specific Plan Area is within an area of minimal flood hazard. In addition, DRP's GIS-NET Public Map shows no streams or rivers within the FFTOD Specific Plan Area. The closest stream or river is Compton Creek, approximately 0.5 mile from the southern boundary of the FFTOD Specific Plan Area. Redevelopment and infill development of parcels resulting from implementation of the FFTOD Specific Plan would occur in an area that is already primarily paved and developed for urban use. During operation of these future developments, runoff would continue to be directed into storm drains. The existing area is primarily paved, and new impervious surfaces would be nominal. However, construction activities, including excavation, for future development may result in erosion of soil. The impact is considered potentially significant and will be further analyzed in the EIR.

(ii) Substantially increase the rate, amount, or depth of surface runoff in a manner which would result in flooding on- or offsite?	☒	☐	☐	☐

Potentially Significant Impact. As previously discussed, the FFTOD Specific Plan would include redevelopment and infill development of existing urban land uses in the FFTOD Specific Plan Area. Future development pursuant to implementation of the FFTOD Specific Plan would continue to direct runoff into storm drains and is not likely to substantially increase the rate, amount, or depth of surface runoff that would result in flooding as the existing area is primarily paved and new impervious surfaces would be nominal. However, construction activities, including excavation, for future development may alter drainage patterns temporarily and new sources of runoff may occur. Operation of new development may also contribute to new sources of surface runoff. The impact related to an increase in runoff and the capacity of drainage systems is considered potentially significant and will be further analyzed in the EIR.

(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☒	☐	☐	☐

Potentially Significant Impact. As previously discussed, the FFTOD Specific Plan would include redevelopment and infill development of existing urban land uses in the FFTOD Specific Plan Area. Future development pursuant to implementation of the FFTOD Specific Plan would maintain existing drainage patterns and is not likely to substantially create runoff water that would exceed drainage capacity as the existing area is primarily paved and new impervious surfaces would be nominal. However, construction of future development may alter drainage patterns temporarily and new sources of runoff may occur. Operation of new development may also contribute to new sources of runoff. The impact is considered potentially significant and will be further analyzed in the EIR.

(iv) Impede or redirect flood flows which would expose existing housing or other insurable structures in a Federal 100-year flood hazard area or County Capital Flood floodplain to a significant risk of loss or damage involving flooding?	☐	☐	☒	☐

Less Than Significant Impact. As previously discussed in Response 10c(i), the FFTOD Specific Plan Area is designated as an area of minimal flood hazard. Therefore, future development pursuant to implementation of the FFTOD Specific Plan would not impede or redirect flood flows and would not expose existing housing to flood hazards. The impact would be less than significant. This issue will not be analyzed further in the EIR.

d) Otherwise place structures in Federal 100-year flood hazard or County Capital Flood floodplain areas which would require additional flood proofing and flood insurance requirements? ☐ ☐ ☒ ☐

Less Than Significant Impact. As previously discussed in Response 10c(i), the FFTOD Specific Plan Area is designated as an area of minimal flood hazard. Future development pursuant to implementation of the FFTOD Specific Plan would not place structures in the federal 100-year flood hazard or LA County Capital floodplain areas. The impact would be less than significant. This issue will not be analyzed further in the EIR.

e) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)? ☐ ☐ ☐ ☒

No Impact. The Los Angeles County Low Impact Development (LID) Ordinance incorporates design strategies using naturalistic, on-site Best Management Practices for new development to reduce impacts to stormwater quality and quantity. All designated, non-designated, street and road construction, and single-family hillside home projects within the Unincorporated Areas of LA County, including in the Florence-Firestone community, are required to comply with the LID Standards Manual. A comprehensive LID plan and analysis demonstrating compliance with the LID Standards Manual must be submitted for review and approval by the Director of Public Works. Future redevelopment and infill development pursuant to implementation of the FFTOD Specific Plan would be required to adhere to the ordinance as applicable. No impact would occur. This issue will not be analyzed further in the EIR.

f) Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)? ☐ ☐ ☐ ☒

No Impact. The FFTOD Specific Plan Area is served by existing public sanitary sewers. No wastewater treatment systems are proposed within the FFTOD Specific Plan Area. Additionally, the FFTOD Specific Plan Area does not contain geological limitations or surface water such as rivers and lakes. Therefore, no impact related to use of wastewater treatment systems in these areas would occur. This issue will not be analyzed further in the EIR.

g) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? ☐ ☐ ☐ ☒

No Impact. As previously discussed, the FFTOD Specific Plan Area is designated as an area of minimal flood hazard. The Los Angeles County Tsunami Inundation Maps created by the California Department of Conservation show that the FFTOD Specific Plan Area is not within a tsunami inundation zone. In addition, the Dam Locations Map created by the Los Angeles County Public Works show no dams or reservoirs within or near the area, indicating that the FFTOD Specific Plan Area is not within a seiche zone. As the FFTOD Specific Plan Area is not within any of the aforementioned zones, no impact related to the risk of release of pollutants due to inundation would occur. This issue will not be analyzed further in the EIR.

h) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☒	☐	☐	☐

Potentially Significant Impact. The California Department of Water Resources identifies groundwater basins in California that are subject to the Sustainable Groundwater Management Act, which allows local agencies or counties to develop a Groundwater Sustainability Plan (GSP). The local agency that manages LA County's GSP is the Santa Monica Basin Groundwater Sustainability Agency. As the FFTOD Specific Plan Area falls within this jurisdiction, future development pursuant to implementation of the FFTOD Specific Plan would be subject to the local water management plan. Redevelopment and infill development of parcels has the potential to disturb soil or release hazardous materials that could conflict with the local water quality control plan, or otherwise conflict with the GSP. The impact is considered potentially significant and will be further analyzed in the EIR.

References

California Department of Conservation, Los Angeles County Tsunami Inundation Maps, available at https://www.conservation.ca.gov/cgs/tsunami/maps/los-angeles, accessed November 12, 2020.

California Department of Water Resources, Sustainable Groundwater Management Program Data Viewer, available at https://sgma.water.ca.gov/webgis/?appid=SGMADataViewer#gwlevels, accessed November 2, 2020.

City of Santa Monica, Santa Monica Basin Groundwater Sustainability Agency, available at https://www.santamonica.gov/gsp, accessed November 12, 2020.

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Los Angeles County Public Works, Spreading Ground Facilities Map, available at http://dpw.lacounty.gov/wrd/spreadingground/SpreadingGroundMap.pdf, accessed November 2, 2020.

11. LAND USE AND PLANNING

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐

Less Than Significant Impact. The FFTOD Specific Plan Area is heavily urbanized with residential, commercial, and industrial uses. Implementation of the FFTOD Specific Plan would include land use and zoning changes, and provide recommendations for mobility improvements to support transit-oriented development in proximity to the Metro A Line Station areas (i.e., Slauson, Florence, and Firestone Stations). These improvements would make it easier for bicyclists and pedestrians to access these stations and enhance commercial development focused on serving the local community. Redevelopment and infill development of parcels within the FFTOD Specific Plan Area would result in additional housing units and promote multi-modal connectivity and increase access to transit within the community. Therefore, implementation of the Project would not physically divide an established community. A less than significant impact would occur. This issue will not be analyzed further in the EIR.

b) Cause a significant environmental impact due to a conflict with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☒	☐	☐	☐

Potentially Significant Impact. The Project, a TOD Specific Plan, would result in changes to industrial, mixed-use, commercial, and residential land uses and zoning categories focused in the 0.25 mile TOD area around each of the three Metro A Line Stations (i.e., Slauson, Florence, and Firestone Stations). The FFTOD Specific Plan would identify sites that have the potential for redevelopment or infill development and proposes to rezone land uses of specific parcels within the area to provide for the TOD consistent with the LA County TOD Program. The Project will also rezone RHNA sites consistent with the proposed Housing Element update. The FFTOD Specific Plan would result in increases in development intensity and changes in land uses that would require amendments to the LA County Zoning Code (Title 22), the General Plan, and the FFCP. The impact is considered potentially significant and will be further analyzed in the EIR.

c) Conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas?	☐	☐	☐	☒

No Impact. DRP defines Hillside Management Areas (HMAs) as areas with 25 percent or greater natural slopes, and Significant Ecological Areas (SEAs) as areas with irreplaceable biological resources. According to DRP's GIS-NET Public database, no HMAs or SEAs are within or near the FFTOD Specific Plan Area. Therefore, the Project would not conflict with the goals and policies of the General Plan related to HMAs or SEAs and no impact would occur. This issue will not be analyzed further in the EIR.

References

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https://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public, accessed November 2, 2020.

Los Angeles County Department of Regional Planning, Hillside Management Areas (HMA) Ordinance, available at https://planning.lacounty.gov/hma, accessed November 12, 2020.

Los Angeles County Department of Regional Planning, Significant Ecological Areas Program, available at https://planning.lacounty.gov/site/sea/maps/, accessed November 12, 2020.

12. MINERAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐

Less Than Significant Impact. According to the Generalized Mineral Land Classification Map of Los Angeles County – South Half issued by the California Geological Survey, the majority of the FFTOD Specific Plan Area is designated as Mineral Resource Zone (MRZ) 1, which indicates that no significant mineral deposits are present, or that there is little likelihood for their presence. The northern portion of the FFTOD Specific Plan Area, from Slauson Avenue until approximately E 62nd Street, is designated MRZ-2, which indicates that the area contains significant mineral deposits or high likelihood exists for their presence. However, that portion of the FFTOD Specific Plan Area is currently heavily urbanized with residential and industrial uses. Implementation of the FFTOD Specific Plan would provide for redevelopment and infill development of parcels that are incompatible with mining. In addition, no active mines are within or near the FFTOD Specific Plan Area. Therefore, a less than significant impact would occur related to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. This issue will not be analyzed further in the EIR.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

Less Than Significant Impact. The General Plan does not specify areas of significant availability of a locally important mineral resource recovery site within the FFTOD Specific Plan Area. The FFCP also does not specify such mineral resource recovery areas. Although a portion of the FFTOD Specific Plan Area is designated as MRZ-2, as discussed above, the land is already built out with urban land uses incompatible with mining. Implementation of the FFTOD Specific Plan would provide for redevelopment and infill development of parcels that would also be incompatible with mining. Therefore, the Project would not result in the substantial loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. The impact would be less than significant. This issue will not be analyzed further in the EIR.

References

State of California The Resources Agency Department of Conservation, Generalized Mineral Land Classification Map of Los Angeles County – South Half, accessed November 2, 2020.

13. NOISE

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?	☒	☐	☐	☐

Potentially Significant Impact. Implementation of the FFTOD Specific Plan would potentially increase noise levels in the community due to the construction and operation of future development. Possible sources of noise would include construction activities, stationary sources (e.g., mechanical systems), and mobile sources (e.g., increased passenger and commercial/industrial vehicular traffic). Therefore, the Project may result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the General Plan or noise ordinance. The impact is potentially significant, and a Noise and Vibration Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

b) Generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐

Potentially Significant Impact. Implementation of the FFTOD Specific Plan would include construction and demolition activities related to future development, which have the potential to cause temporary generation of excessive groundborne vibration or noise levels in the FFTOD Specific Plan Area. Additionally, the operation of certain land uses (e.g., industrial) could also result in the generation of groundborne vibration and noise. The increase in groundborne vibration or noise has the potential to impact vibration-sensitive land uses within or surrounding the FFTOD Specific Plan Area. The impact is potentially significant, and a Noise and Vibration Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

No Impact. According to the Los Angeles County Airport Land Use Plan, the FFTOD Specific Plan Area is not within an airport land use plan or a private airstrip, or within 2 miles of a public airport or public use airport. The closest airport is the Compton/Woodley Airport, approximately 3.5 miles from the southern boundary of the FFTOD Specific Plan Area. The Project would not expose people residing or working in the

FFTOD Specific Plan Area to excessive noise levels from aircraft. No impact would occur. This issue will not be analyzed further in the EIR.

14. POPULATION AND HOUSING

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☒	☐	☐	☐

Potentially Significant Impact. The Florence-Firestone community is primarily residential, with approximately 63 percent of the land within the area designated for residential use. The FFTOD Specific Plan would include residential and non-residential land use changes that could allow for an increase in the population density of the area. The residential zone changes would maintain existing residential neighborhoods while supporting a broader range of housing types, as well as encouraging medium-density and high-density residential near transit. Therefore, the Project has the potential to induce direct or indirect substantial unplanned population growth in the area. The impact is considered potentially significant and will be further analyzed in the EIR.

b) Displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?	☒	☐	☐	☐

Potentially Significant Impact. The FFTOD Specific Plan would address land use and zoning changes and provide recommendations for mobility improvements that support housing density and employment in proximity to the Metro A Line Stations (i.e., Slauson, Florence, and Firestone Stations) in the community. The FFTOD Specific Plan would provide for redevelopment and infill development that would include a mix of industrial, mixed-use, commercial, and residential uses. As discussed, implementation of the FFTOD Specific Plan would provide residential zone changes that would maintain existing residential neighborhoods while supporting a broader range of housing types, as well as encouraging medium-density and high-density residential near transit. However, future development pursuant to implementation of the proposed FFTOD Specific Plan has the potential to result in displacement of existing people or housing. The impact is considered potentially significant and will be further analyzed in the EIR.

15. PUBLIC SERVICES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☒	☐	☐	☐

Potentially Significant Impact. The Florence-Firestone community is served by the Los Angeles County Fire Department, Fire Station 16, at 8010 Compton Avenue. The FFTOD Specific Plan would include industrial, mixed-use, commercial, and residential land use changes that could allow for an increase in the population density of the area, thus increasing demand for fire protection services. The impact is considered potentially significant and will be further analyzed in the EIR.

Sheriff protection?	☒	☐	☐	☐

Potentially Significant Impact. The Florence-Firestone community is served by the Los Angeles County Sheriff's Department, Century Sheriff's Station, at 11703 South Alameda Street. The FFTOD Specific Plan would include industrial, mixed-use, commercial, and residential land use changes that could allow for an increase in the population density of the area, thus increasing demand for sheriff protection services. The impact is considered potentially significant and will be further analyzed in the EIR.

Schools?	☒	☐	☐	☐

Potentially Significant Impact. As previously mentioned in Response 9c, nine elementary schools, five middle schools, three high schools, and two private schools are within the FFTOD Specific Plan Area. The FFTOD Specific Plan would include industrial, mixed-use, commercial, and residential land use changes that could allow for an increase in the population density of the area, thus potentially increasing the number of families and youth that would increase demand for schools. The impact is considered potentially significant and will be further analyzed in the EIR.

Parks?	☒	☐	☐	☐

Potentially Significant Impact. The FFTOD Specific Plan Area contains five parks, totaling approximately 70 acres of park space. The Project would propose land use and zoning changes and provide recommendations for mobility improvements to support transit-oriented development in proximity to the Metro A Line Station areas (i.e., Slauson, Florence, and Firestone Stations). However, the ratio of park space to number of residents in the Florence-Firestone community is already below LA County's standards (1 acre

per 1000 residents compared to the goal of 4 acres per 1,000 residents). Thus, an increase in population density resulting from implementation of the Project has the potential to increase the demand for parks. The impact is considered potentially significant and will be further analyzed in the EIR.

Libraries? ☒ ☐ ☐ ☐

Potentially Significant Impact. There are two libraries within the FFTOD Specific Plan Area: the Florence Library (7600 Graham Avenue) and the Graham Library (1900 East Firestone Boulevard). The FFTOD Specific Plan would include industrial, mixed-use, commercial, and residential land use changes that could allow for an increase in the population density of the area, thus potentially increasing the demand for library services. The impact is considered potentially significant and will be further analyzed in the EIR.

Other public facilities? ☒ ☐ ☐ ☐

Potentially Significant Impact. There are several other public facilities within the FFTOD Specific Plan Area, including a social services center, childcare center, senior center, community center, and others. The FFTOD Specific Plan would include industrial, mixed-use, commercial, and residential land use changes that could allow for an increase in the population density of the area, thus potentially increasing the demand for other public facilities. The impact is considered potentially significant and will be further analyzed in the EIR.

16. RECREATION

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☒	☐	☐	☐

Potentially Significant Impact. The FFTOD Specific Plan Area contains five parks: Ted Watkins Memorial Park, Franklin D. Roosevelt Park, Colonel Leon H. Washington Park, Mary MacLeod Bethune Park, and El Parque Nuestro. El Parque Nuestro, built in 2010, is the community's newest park and the only pocket park. Goals and policies from the FFCP address the need for more neighborhood parks and pocket parks that are easily accessible from residential areas. In addition, according to the FFCP, all five of these parks need improvements and/or are in poor condition. The FFTOD Specific Plan would include land use changes that could allow for an increase in the population density of the area, which may increase the use of these parks such that further deterioration of the park facilities could occur. The impact is considered potentially significant and will be further analyzed in the EIR.

b) Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?	☒	☐	☐	☐

Potentially Significant Impact. The FFTOD Specific Plan would propose land use and zoning changes and provide recommendations for mobility improvements (including to pedestrian and bicycle infrastructure) to support transit-oriented development in proximity to the Metro A Line Station areas (i.e., Slauson, Florence, and Firestone Stations). Goal PR-4, Policy PR-4.3 from the FFCP addresses the need for parks to be integrated into a community-wide greenway network, linking to larger open space networks, such as the Los Angeles and Rio Hondo River trails. As discussed in Response 16a, the five parks within the FFTOD Specific Plan Area need improvements and/or are in poor condition. Additionally, the FFTOD Specific Plan would include land use changes that could allow for an increase in the population density of the area, which may increase the use of these parks or require the construction or expansion of recreational facilities resulting in an adverse physical effect on the environment. The impact is considered potentially significant and will be further analyzed in the EIR.

c) Would the project interfere with regional trail connectivity?	☐	☐	☐	☒

No Impact. According to the Los Angeles County Department of Parks and Recreation's Trails Map, there are no LA County trails within the FFTOD Specific Plan Area. The closest riding, hiking, or multi-use trail is the Rio Hondo River Trail, which is approximately 5 miles east of the FFTOD Specific Plan Area. In addition, the FFTOD Specific Plan Area is heavily urbanized with residential and industrial land uses with little open space. The Project would not interfere with regional open space connectivity, and no impacts would occur. This issue will not be analyzed further in the EIR.

17. TRANSPORTATION

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☒	☐	☐	☐

Potentially Significant Impact. The Project is a TOD Specific Plan. The Project proposes land use and zoning changes, and recommendations for mobility improvements to support transit-oriented development in proximity to the Metro A Line Station areas (i.e., Slauson, Florence, and Firestone Stations) to make it easier for bicyclists and pedestrians to access the stations. Proposed improvements have the potential to impact the performance of roadways in and surrounding the FFTOD Specific Plan Area. These changes may conflict with an applicable program, plan, ordinance, or policy addressing the circulation system. The impact is considered potentially significant and a Transportation Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☒	☐	☐	☐

Potentially Significant Impact. CEQA Guidelines section 15064.3, subdivision (b) states that projects within 0.5 mile of either an existing major transit stop or projects that decrease vehicle miles traveled compared to existing conditions should be presumed to have a less than significant transportation impact. The Project is a TOD Specific Plan. The TOD is applicable to an area within a 0.5-mile radius of each of the three Metro A Line Stations: the Slauson, Florence, and Firestone Stations. The Project proposes land use and zoning changes, and recommendations for mobility improvements to support transit-oriented development in proximity to the Metro A Line Station areas (i.e., Slauson, Florence, and Firestone Stations). The Project would provide more opportunities for housing, enable transit-serving development, promote active transportation, improve access to transit, reduce vehicles miles traveled by cars, and streamline the environmental review of future development projects. However, the Project extends beyond the 0.5-mile TOD radius and future development outside of the TOD area. The impact is considered potentially significant and a Transportation Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

c) Substantially increase hazards due to a road design feature (e.g., sharp curves) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐

Potentially Significant Impact. The FFTOD Specific Plan would incorporate changes in sidewalk design and streetscape zones, which may include sidewalk widening, landscaping, and building setbacks. Proposed roadway changes and improvements as part of the FFTOD Specific Plan would be required to comply with applicable Standard Plans issued by the Los Angeles County Public Works. In addition, the proposed uses within the FFTOD Specific Plan would be compatible with the surrounding mixed uses in the urban environment. Nonetheless, a Transportation Technical Report will be prepared for the Project. The findings

and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

d) Result in inadequate emergency access? ☒ ☐ ☐ ☐

Potentially Significant Impact. The proposed FFTOD Specific Plan would include roadway changes and improvements, which would require the presence of construction equipment and materials adjacent to roadways. Future development pursuant to implementation of the FFTOD Specific Plan would require construction, which may result in construction traffic that could temporarily impede emergency access to and within the FFTOD Specific Plan Area. The impact is considered potentially significant and a Transportation Technical Report will be prepared for the Project. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

18. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code § 5020.1(k), or	☒	☐	☐	☐

Potentially Significant Impact. Tribal cultural resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. A Cultural Resources Technical Report will be prepared for the Project, which will identify any significant tribal cultural resources that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources and evaluate the sensitivity of the FFTOD Specific Plan Area for tribal cultural resources. The findings and conclusions of the report will be described in the EIR, and mitigation measures will be identified as necessary.

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☐

Potentially Significant Impact. Pursuant to Assembly Bill 52, the lead agency is required to consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of a project if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area. As the lead agency, DRP will consult with California Native American tribes that request consultation in association with the Project. If any tribal cultural resources are identified during the Assembly Bill 52 process, the impact may be considered potentially significant. Therefore, this issue will be further analyzed in the EIR.

19. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☒	☐	☐	☐

Potentially Significant Impact. Implementation of the FFTOD Specific Plan and the resulting future development could result in an increase in population and a higher demand for water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities. The impact is considered potentially significant and will be further analyzed in the EIR.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☒	☐	☐	☐

Potentially Significant Impact. As discussed in Response 19a, implementation of the FFTOD Specific Plan and the resulting future development could result in an increase in population and a higher demand for water for the foreseeable future. The impact is considered potentially significant and will be further analyzed in the EIR.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☒	☐	☐	☐

Potentially Significant Impact. The Los Angeles County Sanitation District provides wastewater treatment for the FFTOD Specific Plan Area. As previously discussed, implementation of the FFTOD Specific Plan and the resulting future development could result in an increase in population and a higher demand for wastewater treatment and services. The impact is considered potentially significant and will be further analyzed in the EIR.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☒	☐	☐	☐

Potentially Significant Impact. Waste management services within the FFTOD Specific Plan Area are provided by the Florence/Firestone/Willowbrook Garbage Disposal District administered by LA County and private waste haulers. According to the Los Angeles County Public Works 2018 Countywide Integrated Waste

Management Plan, to meet disposal capacity needs for LA County to 2033, jurisdictions in LA County must further increase their waste reduction and diversion efforts, among other strategies. As previously discussed, implementation of the FFTOD Specific Plan and the resulting future development could result in an increase in population, which would translate to an increase in the generation of solid waste. The impact is considered potentially significant and will be further analyzed in the EIR.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☒	☐	☐	☐

Potentially Significant Impact. Future developments pursuant to implementation of the FFTOD Specific Plan would be required to comply with federal, state, and local statutes and regulations regarding solid waste, including LA County's Construction and Demolition Debris Recycling and Reuse Ordinance and the Roadmap to Sustainable Waste Management Future (Roadmap). The Roadmap establishes a goal to divert 80 percent of solid waste generated in unincorporated areas of LA County, including the FFTOD Specific Plan Area, by 2025, 90 percent by 2035, and 95 percent or more by 2045. However, as previously discussed, implementation of the FFTOD Specific Plan and the resulting future development could result in an increase in population and associated generation of solid waste, which could conflict with solid waste reduction statutes. The impact is considered potentially significant and will be further analyzed in the EIR.

References

Los Angeles County Public Works, 2019, Countywide Integrated Waste Management Plan 2018 Annual Report, accessed February 22, 2020.

20. WILDFIRE

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

No Impact. According to the California Fire Hazard Severity Zone Map prepared by CAL FIRE, the FFTOD Specific Plan Area is not within or near a Very High Fire Hazard Severity Zone within a Local Responsibility Area or a State Responsibility Area. Therefore, no impact related to high fire hazard severity zones would occur. This issue will not be analyzed further in the EIR.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒

No Impact. See Response 20a.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒

No Impact. See Response 20a.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

No Impact. See Response 20a.

e) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

No Impact. See Response 20a.

Reference

California Department of Forestry and Fire Protection (CAL FIRE), California Fire Hazard Severity Zone Viewer, available at https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414, accessed November 12, 2020.

21. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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, substantially 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?	☒	☐	☐	☐

Potentially Significant Impact. Potentially significant impacts are identified in this Initial Study related to aesthetics, air quality, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems. The extent of these impacts will be evaluated in the EIR.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐

Potentially Significant Impact. The FFTOD Specific Plan may have impacts that are cumulatively considerable when considered in conjunction with other current projects and the effects of probable future projects. The EIR will address the potential cumulative impacts for each of the environmental topics analyzed in the EIR.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

Potentially Significant Impact. The FFTOD Specific Plan may have environmental effects that may substantially adversely affect human beings, either directly or indirectly. The extent of these impacts will be evaluated in the EIR.

DEPARTMENT OF TRANSPORTATION
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Making Conservation a California Way of Life.

March 26, 2021

Norman Ornelas, Jr., Regional Planner
County of Los Angeles
Department of Regional Planning
320 W. Temple Street
Los Angeles, California 90012

RE: Florence-Firestone Transit-Oriented District Specific Plan – Notice of Preparation (NOP)
SCH# 2021030300
GTS# 07-LA-2021-03522
Vic. LA-Multiple

Dear Norman Ornelas,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed Florence-Firestone Transit-Oriented District (FFTOD) Specific Plan will implement the LA County General Plan 2035 TOD Program. TODs are defined in the General Plan as the area within a 0.5-mile radius of transit stations. In the Florence-Firestone community, three Metro A Line stations are present: the Slauson, Florence, and Firestone Stations. The goals of the FFTOD Specific Plan are to create transit-accessible housing development; increase job-generating uses and economic activity; develop a safe and attractive transportation network; increase walking, bicycling, and transit ridership; and streamline the environmental review process for future development projects in the community.

The nearest State facilities to the proposed project are I-110 and I-105. After reviewing the NOP, Caltrans has the following comments:

Caltrans acknowledges and supports mixed-use, infill development that prioritizes nearby transit service, like the proposed Specific Plan aims to facilitate. The primary goals of the FFTOD Specific Plan are in direct alignment with State-level sustainable transportation policy goals which seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG) emissions, and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and doubling trips made by walking and public transit, as well as achieving a reduction in statewide, per capita, vehicle miles traveled (VMT). Similar goals are embedded in the California Transportation Plan 2040, Draft California Transportation Plan 2050, and Southern California Association of Governments (SCAG) Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy). Statewide legislation such as AB 32 and SB 375, as well as Executive Order S-3-05 and N-19-19, echo the need to pursue

more sustainable development. Projects, like the one proposed, can help California meet these goals.

There are two topics outlined in the NOP that should be addressed while developing the Draft Environmental Impact Report:

1) While Caltrans enthusiastically applauds the establishment and/or significant widening of sidewalks throughout the Plan area, this community benefit should not be primarily achieved through expanded right-of-way or private setback conditions. Improving safety and comfort for people walking or riding bicycles presents a rare opportunity to put existing road space to better use. When the extra space for sidewalks or bikeways is achieved through narrowing or eliminating car travel lanes, the bike- and walkability is further enhanced by calmed traffic and shorter crossing distances. These effects feed into one another, creating greater levels of comfort and allowing the area to become truly transit-oriented.

2) The decision to reduce or alter the amount of car parking required is a tremendous step in the right direction for this project to achieve its stated goals. Caltrans would encourage the lead agency to seriously consider taking this policy to its logical conclusion by eliminating parking requirements altogether. Research looking at the relationship between land-use, parking, and transportation indicates that the amount of car parking supplied can undermine a project's ability to encourage public transit and active modes of transportation. For any project to better promote public transit and reduce vehicle miles traveled, we recommend the implementation of Transportation Demand Management (TDM) strategies as an alternative to building excessive car parking. By removing car parking requirements, this valuable and expensive space is exposed to the forces of the free market and creates an environment where only the car parking that is necessary will be built.

Caltrans looks forward to the forthcoming Draft Environmental Impact Report to confirm that the Project will result in a net reduction in Vehicle Miles Traveled.

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2021-03522.

Sincerely,

Miya Edmonson

MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse

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

SENT VIA E-MAIL: April 6, 2021

NOrnelas@planning.lacounty.gov
Norman Ornelas Jr., Planner
County of Los Angeles, Department of Regional Planning
320 West Temple Street
Los Angeles, California 90012

Notice of Preparation of a Draft Environmental Impact Report for the Florence-Firestone Transit Oriented District Specific Plan (Proposed Project)

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

CEQA Air Quality Analysis

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

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

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

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

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

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

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

The California Air Resources Board's (CARB) *Air Quality and Land Use Handbook: A Community Health Perspective*[6] is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process with additional guidance on strategies to reduce air pollution exposure near high-volume roadways available in CARB's technical advisory[7].

The South Coast AQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*[8] includes suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. It is recommended that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions.

Mitigation Measures

In the event that the Proposed Project results in significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized to minimize these impacts. Any impacts resulting from mitigation measures must also be analyzed. Several resources to assist the Lead Agency with identifying potential mitigation measures for the Proposed Project include South Coast AQMD's CEQA Air Quality Handbook[1], South Coast AQMD's Mitigation Monitoring and Reporting Plan for the 2016 Air Quality Management Plan[9], and Southern California Association of Government's Mitigation Monitoring and Reporting Plan for the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy[10].

[5] South Coast AQMD's guidance for performing a mobile source health risk assessment can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis.
[6] CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* can be found at: http://www.arb.ca.gov/ch/handbook.pdf.
[7] CARB's technical advisory can be found at: https://www.arb.ca.gov/ch/landuse.htm.
[8] South Coast AQMD. 2005. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. Available at: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf.
[9] South Coast AQMD's 2016 Air Quality Management Plan can be found at: http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2017/2017-mar3-035.pdf (starting on page 86).
[10] Southern California Association of Governments' 2020-2045 RTP/SCS can be found at: https://www.connectsocal.org/Documents/PEIR/certified/Exhibit-A_ConnectSoCal_PEIR.pdf.

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

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
LAC210311-04
Control Number

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Parks Make Life Better!"
Norma E. García-González, Director Alina Bokde, Chief Deputy Director

April 7, 2021

TO: Norman Ornelas
Department of Regional Planning

FROM: Julie Yom, AICP
Planning and CEQA Section

SUBJECT: **FLORENCE- FIRESTONE TRANSIT-ORIENTED DISTRICT SPECIFIC PLAN**
NOTICE OF PREPARATION AND INITIAL STUDY FOR AN ENVIRONMENTAL IMPACT REPORT
PROJECT NO. PRJ2020-003127
SPECIFIC PLAN: RPPL2020009556

The Department of Parks and Recreation (DPR) has reviewed the Initial Study (IS) for the Florence-Firestone Transit-Oriented District (FFTOD) Specific Plan. Please see our comments below:

Initial Study

Page 51, 15. Public Services, Parks?

- Revise the third sentence:

However, the ratio of park space per 1,000 residents compared to the ~~goal of 4 acres~~ County average of 3.3 acres per 1,000 residents.

Page 52, 16. Recreation a)

- Please replace the paragraph with the following:

The FFTOD Specific Plan Area contains five County parks: Ted Watkins Memorial Park, Franklin D. Roosevelt Park, Colonel Leon H. Washington Park, Mary MacLeod Bethune Park, and El Parque Nuestro. According to the 2016 Parks & Recreation Needs Assessment (PNA), Florence-Firestone has a very high park need. The PNA identifies that all five parks need improvements. Goals and policies from the FFCP address the need for more park facilities and improvements of existing facilities. The FFTOD Specific Plan would include land use changes that could allow for an increase in the population density of the area, which may increase the use of these parks such that further deterioration of the park facilities could occur. The impact is considered potentially significant and will be further analyzed in the EIR.

Page 52, 16. Recreation b)

- Revise the third sentence:

  As discussed in Response 16a, Florence-Firestone has a very high park need and the five parks within the FFTOD Specific Plan Area need improvements~~/ or are in poor condition~~.

Thank you for including this Department in the review of this document. If you have any questions, please contact me at jyom@parks.lacounty.gov or (626) 588-5311.

COUNTY OF LOS ANGELES FIRE DEPARTMENT
FIRE PREVENTION DIVISION

Land Development Unit
5823 Rickenbacker Road
Commerce, CA 90040
Telephone (323) 890-4243, Fax (323) 890-9783

CASE NUMBER: FFER20200009523 MAP DATE: MARCH 15, 2021

PROJECT NUMBER: EIR PLANNER: ALEXANDRA CUADRA

EIR

1. Fire Apparatus Access Roads must be installed and maintained in a serviceable manner prior to and during the time of construction. Fire Code 501.4

2. All fire lanes shall be clear of all encroachments, and shall be maintained in accordance with the Title 32, County of Los Angeles Fire Code.

3. The required 20-foot wide driving surface shall be increased to 26 feet when fire hydrants are required. The 26 -foot width shall be maintained for a minimum of 25 linear feet on each side of the hydrant location.

4. Provide a minimum unobstructed width of 28 feet, exclusive of shoulders and an unobstructed vertical clearance “clear to sky” Fire Department vehicular access to within 150 feet of all portions of the exterior walls of the first story of the building, as measured by an approved route around the exterior of the building when the height of the building above the lowest level of the Fire Apparatus Access Road is more than 30 feet high, or the building is more than three stories. The access roadway shall be located a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial fire apparatus access road is positioned shall be approved by the fire code official. Fire Code 503.1.1 & 503.2.2

5. Provide a minimum width of 34 feet for parallel parking on one side of the Fire Apparatus Access Road with through access and with one side of the roadway being designated “No Parking – Fire Lane”.

6. Provide approved signs or other approved notices or markings that include the words “NO PARKING - FIRE LANE”. Signs shall have a minimum dimension of 12 inches wide by 18 inches high and have red letters on a white reflective background. Signs shall be provided for fire apparatus access roads, to clearly indicate the entrance to such road, or prohibit the obstruction thereof and at intervals, as required by the Fire Inspector. Fire Code 503.3

Reviewed by: Joseph Youman Date: March 30, 2021

COUNTY OF LOS ANGELES FIRE DEPARTMENT
FIRE PREVENTION DIVISION

Land Development Unit
5823 Rickenbacker Road
Commerce, CA 90040
Telephone (323) 890-4243, Fax (323) 890-9783

CASE NUMBER: FFER20200009523 MAP DATE: MARCH 15, 2021

PROJECT NUMBER: EIR PLANNER: ALEXANDRA CUADRA

7. The dimensions of the approved Fire Apparatus Access Roads shall be maintained as originally approved by the fire code official. Fire Code 503.2.2.1

8. Fire Apparatus Access Roads shall be provided with a 32-foot centerline turning radius. (Fire Code 503.2.4) Indicate the centerline, inside and outside turning radii for each change in direction on the site plan.

9. Dead-end Fire Apparatus Access Roads in excess of 150 feet in length shall be provided with an approved Fire Department turnaround. Fire Code 503.2.5

10. Fire Apparatus Access Roads shall not be obstructed in any manner, including by the parking of vehicles, or the use of traffic calming devices, including but not limited to, speed bumps or speed humps. The minimum widths and clearances established in Section 503.2.1 shall be maintained at all times. Fire Code 503.4

11. Traffic Calming Devices, including but not limited to, speed bumps and speed humps, shall be prohibited unless approved by the fire code official. Fire Code 503.4.1

12. All required PUBLIC fire hydrants shall be installed, tested and accepted prior to beginning construction. Fire Code 501.4

13. All private on-site fire hydrants shall be installed, tested and approved prior to building occupancy. Fire Code 901.5.1

14. Provide a Form 196 signed and completed by the local water purveyor.

15. Show all existing public fire hydrants to within 300’ of all property lines.

For any questions regarding the report, please contact Joseph Youman at (323) 890-4243 or Joseph.Youman@fire.lacounty.gov.

Reviewed by: Joseph Youman Date: March 30, 2021

COUNTY OF LOS ANGELES
FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 881-2401
www.fire.lacounty.gov

"Proud Protectors of Life, Property, and the Environment"

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

April 6, 2021

Norman Ornelas, Planner
Department of Regional Planning
Planning Department
320 W. Temple Street
Los Angeles, CA 90012

Dear Ms. Hui:

The County of Los Angeles Fire Department's Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division have reviewed the following case **RPPL2020009523.**

NOP/IS Florence Firestone TOD

The following are their comments:

PLANNING DIVISION:

We will reserve our comments for the draft EIR.

For any questions regarding this response, please contact Loretta Bagwell, Planning Analyst, at (323) 881-2404 or Loretta.Bagwell@fire.lacounty.gov.

LAND DEVELOPMENT UNIT:

1. Fire Apparatus Access Roads must be installed and maintained in a serviceable manner prior to and during the time of construction. Fire Code 501.4.

2. All fire lanes shall be clear of all encroachments and shall be maintained in accordance with the Title 32, County of Los Angeles Fire Code.

3. The required 20-foot wide driving surface shall be increased to 26 feet when fire hydrants are required. The 26-foot width shall be maintained for a minimum of 25 linear feet on each side of the hydrant location.

4. Provide a minimum unobstructed width of 28 feet, exclusive of shoulders and an unobstructed vertical clearance "clear to sky" Fire Department vehicular access to within 150 feet of all portions of the exterior walls of the first story of the building, as measured by an approved route around the exterior of the building when the height of the building above the lowest level of the Fire Apparatus Access Road is more than 30 feet high, or the building is more than three stories. The access roadway shall be located a minimum of 15 feet and a maximum of 30 feet from the building and shall be positioned parallel to one entire side of the building. The side of the building on which the aerial Fire Apparatus Access Road is positioned shall be approved by the fire code official. Fire Code 503.1.1 and 503.2.2.

5. Provide a minimum width of 34 feet for parallel parking on one side of the Fire Apparatus Access Road with through access and with one side of the roadway being designated "No Parking – Fire Lane."

6. Provide approved signs or other approved notices or markings that include the words "NO PARKING - FIRE LANE." Signs shall have a minimum dimension of 12 inches wide by 18 inches high and have red letters on a white reflective background. Signs shall be provided for Fire Apparatus Access Roads, to clearly indicate the entrance to such road, or prohibit the obstruction thereof and at intervals, as required by the Fire Inspector. Fire Code 503.3.

7. The dimensions of the approved Fire Apparatus Access Roads shall be maintained as originally approved by the fire code official. Fire Code 503.2.2.1.

8. Fire Apparatus Access Roads shall be provided with a 32-foot centerline turning radius. (Fire Code 503.2.4) Indicate the centerline, inside and outside turning radii for each change in direction on the site plan.

9. Dead-end Fire Apparatus Access Roads in excess of 150 feet in-length shall be provided with an approved Fire Department turnaround. Fire Code 503.2.5.

10. Fire Apparatus Access Roads shall not be obstructed in any manner, including by the parking of vehicles, or the use of traffic calming devices, including but not limited to, speed bumps or speed humps. The minimum widths and clearances established in Section 503.2.1 shall be maintained at all times. Fire Code 503.4.

11. Traffic Calming Devices, including but not limited to, speed bumps and speed humps, shall be prohibited unless approved by the fire code official. Fire Code 503.4.1

12. All required PUBLIC fire hydrants shall be installed, tested, and accepted prior to beginning construction. Fire Code 501.4.

13. All private on-site fire hydrants shall be installed, tested, and approved prior to building occupancy. Fire Code 901.5.1.

14. Provide a Form 196 signed and completed by the local water purveyor.

15. Show all existing public fire hydrants to within 300' of all property lines.

For any questions regarding the report, please contact Joseph Youman at (323) 890-4243 or Joseph.Youman@fire.lacounty.gov.

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

Under the Los Angeles County Oak tree Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage or encroach into the protected zone of any tree of the Oak genus which is 25 inches or more in circumference (eight inches in diameter), as measured 4 1/2 feet above mean natural grade.

If Oak trees are known to exist in the proposed project area further field studies should be conducted to determine the presence of this species on the project site.

The County of Los Angeles Fire Department's Forestry Division has no further comments regarding this project.

For any questions regarding this response, please contact Forestry Assistant, Joseph Brunet at (818) 890-5719.

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments or requirements for the project at this time.

Please contact HHMD senior typist-clerk, Perla Garcia at (323) 890-4035 or Perla.garcia@fire.lacounty.gov if you have any questions.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

RONALD M. DURBIN, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

RMD:ac

OFFICE OF THE SHERIFF

COUNTY OF LOS ANGELES

HALL OF JUSTICE

ALEX VILLANUEVA, SHERIFF

April 14, 2021

Mr. Norman Ornelas, Jr.
Regional Planner
Los Angeles County Department of Regional Planning
320 West Temple Street
Los Angeles, California 90012

Dear Mr. Ornelas:

REVIEW COMMENTS
NOTICE OF PREPARATION
DRAFT ENVIRONMENTAL IMPACT REPORT
FLORENCE-FIRESTONE TRANSIT ORIENTED DISTRICT SPECIFIC PLAN
(PROJECT NO. PRJ2020-003127)

Thank you for inviting the Los Angeles County Sheriff's Department (Department) to review and comment on the March 2021 Notice of Preparation of a Draft Environmental Impact Report (NOP-DEIR) for the proposed Florence-Firestone Transit Oriented District (TOD) Specific Plan (Specific Plan). The Specific Plan would propose new zoning categories, primarily within the 0.5-mile TOD area of the three Metro A Line stations (i.e. Slauson, Florence and Firestone train stations), that include development standards and design guidelines appropriate for meeting the planned density and intensity established by the Los Angeles County (County) General Plan 2035 Land Use Designations. The Specific Plan proposes nine new zoning categories and standards including setback and parking standards to address mobility issues in the community. The Specific Plan would also establish or widen sidewalks at key locations within the 0.5-mile TOD areas from the current range of 6 feet to 14 feet wide to the desired 12 feet to 15 feet and parkways with a minimum of 10 feet. This may be accomplished through the right-of-way expansion or through private setback conditions that contribute to the sidewalk width. The Specific Plan may reduce or alter the number of

required parking spaces associated with mixed use development or within the proximity to the Metro transit stations. These stations are located within the service area of the Department's Century Station (Station) and Transit Services Bureau (TSB).

Although these changes do not reflect on a specific project at this time, we concur that the proposed Specific Plan changes may result in a potentially significant impact as stated in Section 15, Public Services, page 50 of the Initial Study, increasing the level of service required by our Department when a proposed project within the new zoning categories is contemplated. The proposed TODs would increase daily population in the Department's service area and the anticipated ridership in those communities along the alignment and cross communities. An increase in population and use would potentially require additional sworn personnel, staff, vehicles, or equipment to maintain desired levels of service.

The Department recommends that analysis be completed to properly address proposed individual and cumulative impacts related to population growth and identify potential public safety concerns.

In addition, the Department recommends that the County and project applicant consider whether the proposed zoning changes for development on properties meet the general principles of Crime Prevention through Environmental Design (CPTED). The goal of CPTED is to reduce opportunities for criminal activities by employing physical design features that discourage anti-social behavior, while encouraging the legitimate use of the site. The overall tenets of CPTED include defensible space, territoriality, surveillance, lighting, landscaping, and physical security. With advanced notice, Department personnel can be available to discuss CPTED with the Project developer.

The Department reserves the right to amend or supplement our assessment upon subsequent reviews of the proposed Project once additional information becomes available.

Also, for future reference, our Department provides the following updated address and contact information for all requests for review comments regarding law documents, the California Environmental Quality Act and/or other related correspondence that could potentially impact our Department services and facilities:

Tracey Jue, Director
Facilities Planning Bureau
Los Angeles County Sheriff's Department
211 West Temple Street
Los Angeles, California 90012

Attention: Planning Section

Should you have any questions regarding this matter, please contact me at (323) 526-5657, or your staff may contact Ms. Rochelle Campomanes of my staff, at (323) 526-5614.

Sincerely,

ALEX VILLANUEVA, SHERIFF

Tracey Jue, Director
Facilities Planning Bureau

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC HEALTH
DIVISION OF ENVIRONMENTAL HEALTH
5050 COMMERCE DRIVE BALDWIN PARK, CA 91706 (626) 430-5380

April 22, 2021

CASE: RPPL2020009523
PROJECT: Environmental Plan
PLANNER: Ornelas, Norman
LOCATION: Unincorporated Florence-Firestone Area

The Department of Public Health-Environmental Health Division has reviewed the Initial Study of the Florence-Firestone Transit -Oriented District Specific Plan.

Public Health does not have any comments for the above project.

Please contact Shayne LaMont, Land Use Program for any questions regarding this report: slamont@ph.lacounty.gov.

Prepared by: Shayne LaMont, EHS IV
Registered Environmental Health Specialist
Supervisorial District 5

April 19, 2021

COMMUNITIES FOR A BETTER ENVIRONMENT
40 years | established 1978

Norman Ornelas, Jr., Regional Planner
County of Los Angeles
Department of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012
nornelas@planning.lacounty.gov

Re: Comment letter regarding FFTOD potential environmental effects.

Dear Mr. Ornelas:

We at Communities for a Better Environment (CBE) appreciate the ability to submit this comment letter regarding the Florence-Firestone Transit-Oriented District Specific Plan ("FFTODSP"). The continuing COVID-19 pandemic has created many challenges in trying to meaningfully engage in public outreach. Many projects that CBE are presently working on remain greatly impacted by the digital divide and we ask that governmental agencies have patience when working with community-based organizations. While 30 days were given for public comment, we hope that with the future release of the Draft EIR the Department of Regional Planning provides at minimum 60 days for public comment. The proposed project will have many lasting impacts on the community, including CBE's membership in Southeast Los Angeles, and public input will be crucial for the success of this project.

Communities for a Better Environment is a community-based environmental justice organization located in both Southern and Northern California. In Southern California CBE is based out of Huntington Park and Wilmington.

The majority of census tracts in the area impacted by this proposed project scores within the 90th percentile under the California Environmental Screening tool ("CES"). CES is a mapping tool that aggregates data to identify which California communities are most impacted by environmental and socio-demographic burdens. CES uses environmental, health and socioeconomic information to produce scores for every census tract in the state. An area with a high CES score is one that experiences a much higher pollution burden than areas with low scores.

COMMUNITY STABILITY

FFTODSP is proposed in a community that has been historically disinvested in for decades. Projects within this corridor must utilize different anti-displacement strategies to ensure community stability. The map that shows the proposed project when overlayed on a map of the opportunity zones, shows that this area is also in danger of gentrification

impacts due to speculative investment. It is crucial to include robust public participation in furtherance of this project.

The area where the proposed TOD will go also has extremely high rates of rental burden and housing scarcity. It is crucial that upzoning in this area is tied to deeply affordable housing. Affordable housing creation and preservation is integral to community stability. In order to create an adequate Draft EIR we urge DRP to include an analysis of housing displacement and potential impacts on community character. Existing residents should be given priority access to affordable housing in the FFTOD to mitigate negative impacts caused by gentrification, such as loss of affordable housing.

Along with ensuring affordable housing, it is important to create a traffic and parking study in the Draft EIR. Currently, the area faces many parking challenges. While the goal is to ensure that there is a transit corridor that services the community, it is also important to balance equity needs where households require parking and car usage in order to engage in their livelihoods.

In addition, it would be helpful to provide community residents some level of literature review that substantiates the "benefits" and "costs" of this project, specifically outlining proposed demographic impacts and a timeline. Since this is not the first TOD project to be constructed, it would be helpful to review other TOD projects within LA County to assess the actual versus expected changes in: traffic magnitude and duration, vehicle miles traveled (e.g. average vs total), income levels, adjusted average rent rates, ridership, shifts, car density per dwelling unit, and commute times. This type of information would be helpful for community residents to understand the complete impact of this project.

The project should produce a corridor that creates community connectivity and should be intentional in the development of walkway improvements and bike lanes. For this, we suggest working closely with community members in developing programs that they would like to see.

HAZARDOUS WASTE

An assessment of the area shows potential contaminants from hazardous waste on the site, which could lead to harmful impacts on community health if disturbed during the process of project development. A thorough analysis of soil contamination is suggested prior to protect commencement.

The main goals of this project are to:

- Create transit-accessible housing development;
- Increase job-generating uses and economic activity;
- Develop a safe and attractive transportation network;
- Increase walking, bicycling, and transit ridership; and
- Streamline the environmental review process for future development projects in the community.

Streamlining projects in communities that have high rates of toxins in the soil is the soil is concerning given that projects may be approved without a thorough and proper analysis of the environmental impacts. Decades of industrial uses in these communities have resulted in higher pollution burden than the rest of the county. Often many empty lots are left as brownfields and no proper remediation is done. In contemplation of this project, an analysis should be done of the soil and soil vapor. Projects that are streamlined may not analyze these impacts and the rezoning of industrial to different uses will amount to community concerns in the future. In short, the FFTOD must include a hazardous waste clean-up analysis, including updated Cortese List Data Resources.

WATER IMPACTS

Similarly, to hazardous waste, groundwater contamination is a potential concern. The high concentration of industrial uses could have resulted in the improper removal of contaminants, and subsequently potential impacts on the area's water sources. Further development along this corridor may exacerbate negative water-quality impacts on the water table in the area. The DEIR must include an extensive hydrology and water quality analysis .

In addition, CBE would like to see how this project meets quantity and quality compliance standards stipulated in various Regional Water Quality Control Boards; specifically, how will this project meet the water quantity limits for on-site water retention?

PARK EQUITY/GREEN SPACE

Currently the area of the proposed project is considered to be park poor and lacking in public parks and green space. An analysis of park equity should be included in the FFTOD. In addition, any proposed rezoning should include incentives that encourage development of community parkland and green space for active and passive use. Integration of things like an urban tree canopy would be helpful to reduce pollution impacts from the transit corridor.

PRESERVING CULTURAL AND COMMUNITY SPACES

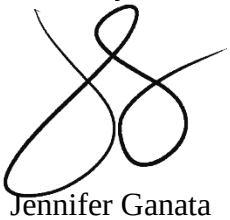
The Florence-Firestone library was mentioned in the Initial Study. Currently the community has had no access to this community resource, and it would be helpful to determine how this project will impact the library. Prior to the closing of the library, community groups and learning enrichment programs used the library to hold events. It is important that the library, which is seen as a vital resource for the community, remains readily accessible.

In the Draft EIR of this project, there is a mention of cultural resources, but it would be helpful to clearly identify those spaces. The community should be able to preserve potentially historic properties and not simply rezone those areas without community approval.

CONCLUSION

It is CBE's hope that the DRP work alongside community to develop this undertaking. This project must be one that helps preserve the rich history and community of Florence-Firestone as well as address many of the consequences of decades old racist practices of redlining. We look forward to working with DRP and hope that these comments may be useful in the creation of the Draft EIR.

Sincerely,



Jennifer Ganata
Senior Staff Attorney
Communities for a Better Environment

LOS ANGELES CONSERVANCY

523 West Sixth Street, Suite 826
Los Angeles, CA 90014

213 623 2489 OFFICE
213 623 3909 FAX
laconservancy.org

April 14, 2021

Sent Electronically

Mr. Norman Ornelas, Jr.
County of Los Angeles
Department of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012
Email: nornelas@planning.lacounty.gov

RE: Notice of Preparation (NOP) for the Florence-Firestone Transit-Oriented District (TOD) Specific Plan (FFTOD), Project No. PRJ2020-003127 / Case No(s). Specific Plan: RPPL2020009556, Environmental: RPPL2020009523

Dear Mr. Ornelas:

On behalf of the Los Angeles Conservancy, I am writing to comment on the Florence-Firestone Transit-Oriented District (TOD) Specific Plan (FFTOD) Notice of Preparation (NOP). The proposed FFTOD will implement the LA County General Plan 2035 TOD Program and proposes new zoning categories, primarily within the 0.5-mile TOD area of the three Metro A Line stations, that include development standards and design guidelines appropriate for meeting the planned density and intensity established by the General Plan Land Use Designations. The Project will also update zoning categories for sites identified for the Regional Housing Needs Assessment (RHNA) by the Housing Element update (HEU).

In addition, the FFTOD would establish or widen sidewalks at key locations within the 0.5-mile TOD areas (portions of Slauson Avenue, Compton Avenue, Holmes Avenue, Nadeau Street, and Firestone Boulevard) from the current range of 6 feet to 14 feet to the desired 12 feet to 15 feet and parkways with a minimum of 10 feet. This may be accomplished through expanding the right-of-way or through private setback conditions that contribute to the sidewalk width; specific strategies will be identified in the FFTOD. Proposed improvements to sidewalks may adversely impact historic resources.

I. Potential significant and unavoidable impacts to cultural resources

The Conservancy would like to better understand the proposed project as we believe zoning changes may result in direct and/or indirect significant impacts to cultural resources in the project location. According to the

California Office of Historic Preservation's Built Environment Resources Directory, a total of 27 previously recorded built environment resources were identified within the focused change area. Therefore, the Project may result in a substantial adverse change to these identified historic resources. In addition, according to the 2019 Florence-Firestone Community Plan, the majority of structures in Florence-Firestone were built during the 1920s through 1940s and have the potential to be considered historic resources, and may also be subject to significant and unavoidable environmental impacts.

A desktop reconnaissance study conducted by AECOM in September 2020, found 98 "individual properties of interest" which were over 45 years old, exhibit a moderate to high degree of historic integrity of design, materials, and workmanship, and/or possess historic significance related to the development of the community.[1] Additionally, the study found residential properties along Miramonte Boulevard from Gage Avenue to Florence Avenue represent a potential historic district with 92 historic-age properties. While we look forward to reviewing the Cultural Resources Technical Report, which will be prepared for the Project, we strongly encourage the Project Team to additionally conduct a Historic Resources Survey as part of the FFTOD. The Historic Resources Survey should include a community outreach component which will allow community stakeholders opportunities to provide input on local historic and cultural resources.

II. Additional preservation alternatives should be evaluated and considered

A key policy under CEQA is the lead agency's duty to "take all action necessary to provide the people of this state with historic environmental qualities and preserve for future generations examples of major periods of California history."[2] To this end, CEQA "requires public agencies to deny approval of a project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects."[3] The fact that an environmentally superior alternative may be more costly or fails to meet all project objectives does not necessarily render it infeasible under CEQA.[4] Reasonable alternatives must be considered "even if they substantially impede the project or are more costly."[5] Likewise, findings of alternative feasibility or infeasibility must be supported by substantial evidence.[6]

To ensure fair consideration of environmentally superior alternatives, the County of Los Angeles Department of Regional Planning should also examine the feasibility of adaptive reuse, modifications to zoning/land use, and introduction of incentive mechanisms in conjunction with the goals and objectives for the FFTOD.

The Conservancy strongly urges the County evaluate and consider these alternatives as part of a FFTOD, given CEQA's requirement to fully analyze alternatives and reduce impacts to historic resources where possible. This new information should be provided in the Draft EIR, allowing the public to better understand and comment on the full range of impacts and provide input prior to any issuance of a Final EIR.

In conclusion, the FFTOD is planned for a location with many cultural resources in unincorporated Los Angeles County. We strongly encourage the County of Los Angeles Department of Regional Planning conduct a Historic Resources Survey as part of the FFTOD, and explore historic designation of identified properties of interest and the potential historic

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[1] Florence-Firestone Community Atlas (September 2020), 87.
[2] Public Resource Code, Sec. 21001 (b), (c).
[3] *Sierra Club v. Gilroy City Council* (1990) 222 Cal.App.3d 30, 41; also see Public Resources Code §§ 21002, 21002.1.
[4] Guideline § 15126.6(a).
[5] *San Bernardino Valley Audubon Soc'y v. County of San Bernardino* (1984), 155 Cal.App.3d 738, 750; Guideline § 15126(d)(1).
[6] Public Resources Code § 21081.5.

district along Miramonte Boulevard. Any proposed sidewalk improvements should take care to minimize and avoid impacts to cultural resources and streetscapes. And, feasibility of adaptive reuse, modifications to zoning/land use, and introduction of incentive mechanisms should be evaluated and considered as part of the FFTOD.

Lastly, the Conservancy requests a meeting with both County of Los Angeles Department of Regional Planning and Florence-Firestone advocates. We believe that a meeting with the requested parties will provide an opportunity for the preservation community and County of Los Angeles Department of Regional Planning staff to find strategies to minimize and avoid impacts to historic resources in the FFTOD Project Area.

About the Los Angeles Conservancy:

The Los Angeles Conservancy is the largest local historic preservation organization in the United States, with nearly 5,000 members throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural and cultural heritage of Los Angeles County through advocacy and education.

Please do not hesitate to contact me at (213) 430-4203 or afine@laconservancy.org should you have any questions or concerns.

Sincerely,

Adrian Scott Fine
Senior Director of Advocacy

From: Ashley Orona <oronash@gmail.com>
Sent: Wednesday, April 14, 2021 5:00 PM
To: DRP FFTOD <FFTOD@planning.lacounty.gov>
Cc: Norman Ornelas <NOrnelas@planning.lacounty.gov>; Patricia Hachiya <phachiya@planning.lacounty.gov>; Gabriela Cid <AGCid@bos.lacounty.gov>; Amy Bodek <ABodek@planning.lacounty.gov>
Subject: Written Comment for FFTOD Specific Plan

Dear whomever it may concern:

This letter is to outline several concerns regarding the Florence-Firestone Transit Oriented Specific Plan and recommendations on items that should be incorporated as part of this project.

Several residents have voiced concerns with limited and competitive parking in the community being amplified by recent and future developments. Since this project will be rezoning to allow for more and bigger development we feel it is reasonable to conduct a

parking study to make sure we are allocating sufficient parking spaces to the current and future residents. I understand that the County wants to move away from residents driving but the reality is that in our community many residents depend on their vehicles as a tool for their jobs, therefore, we need to plan for cars. A parking study can help evaluate solutions.

Another concern many residents have brought up to me while doing outreach for this project is that building height for the mixed used commercial corridors planned should be no more than 3-4 floors. Planning for future development aimed at increasing density by allowing taller buildings isn't sustainable for our urban community. Many residents have already expressed concern with the new development at 1600 E Florence Ave that is five floors, the tallest building in Florence-Firestone currently. They mention that the new building blocks the light from residential units right next door and eliminates any privacy that they have in their yards.

Many community members have also brought up incorporating a permanent independent building to house the Florence Library as part of the plan. There are two abandoned buildings on Florence Avenue that residents suggest: former ACE Hardware Store and Grifols Plasma Center.

I would like to suggest that rezoning in smaller residential streets such as those indicated as pink in the draft concept map be reduced, limited, or not done at all; rezoning should only be done on main streets. Rezoning large parts of the residential streets will be a direct cause of displacement. The reason for that is that many residents in Florence-Firestone are renters so if the property owner/landlord decides to, for example, redevelop an existing single-family home to courtyard homes, then the family living in the existing home can be at risk of displacement. Rezoning might also make it attractive to slumlords to sell their properties to big developers who have the means of building the type of housing that is being planned for. Many mom and pop property/ homeowners may not have the money or resources to redevelop, therefore, oy seems like developers are the big winners here, not the community. It seems like the plan focuses too much on new development instead of fixing a lot of the land that is currently underutilized and fixing a lot of the affordable housing that already exists.

Additionally, it seems like rezoning will put at risk a significant amount of culturally significant buildings in Florence-Firestone, including but not limited to the addresses below. We ask that these and other culturally significant spaces are not rezoned.

- Gentry Theater by architect S. Charles Lee
    - 6525 Compton Ave. Los Angeles, CA 90001
- Storybook house on Firestone Blvd.

    - 2181 Firestone Blvd. Los Angeles, CA 90001
- Graham Library
    - 1900 E. Firestone Blvd. Los Angeles, CA 90001 (current location)
    - 1925 E. 87th St. Los Angeles, CA 90002 (former location)
    - 8511 Holmes Ave. Los Angeles, CA 90001 (former location)
- The Century Youth Activities League (formerly the Firestone Park Sheriff's station) by architect James H. Garrott
    - 7901 Compton Ave. Los Angeles, CA 90001 - current location of Century Youth Activities League
    - 2201 E. Firestone Blvd. Los Angeles, CA 90001 - second location of Firestone Park Sheriff's station
    - 1551-1555-1557 E. Florence Ave. (1st location of Firestone Park station; also former locations of the Florence Library and Florence-Firestone Chamber of Commerce)
- Tessie Cleveland Community Services Corporation by architect James H. Garrott
    - 8019 Compton Ave. Los Angeles, CA 90001
- The Youth Activities League on Makee

    - 7116 S. Makee St. Los Angeles, CA 90001

- The Miramonte Blvd. Palm trees

    - Along Miramonte Blvd. between E. 66th St. (north) and E. Florence Ave. (south)

Please let me know if you have any questions regarding anything mentioned. You can reach me at this email.

Regards,
Ashley Orona

From: Astrid Campos <astridcampos81@gmail.com>
Sent: Wednesday, April 14, 2021 5:13 PM
To: DRP FFTOD <FFTOD@planning.lacounty.gov>
Cc: Norman Ornelas <NOrnelas@planning.lacounty.gov>; Patricia Hachiya <phachiya@planning.lacounty.gov>; Gabriela Cid <AGCid@bos.lacounty.gov>; Amy Bodek <ABodek@planning.lacounty.gov>
Subject: Written Comments for FFTOD Specific Plan

- Building height
    - No more than 3 floors. The new building on Florence eliminates privacy for single family homes and blocks out light for homes on Miramontes
- I don't agree with all the rezoning of the southside of Miramontes. The east side of miramontes is already zoned for multi-homes and now you will be rezoning for larger construction. Miramontes from Florence to Nadue is already overcrowded and now you

will make it worse. This project will also bring down property values for the homeowners on the westside of miramontes.

- Parking concerns - Your rezoning to add larger buildings around the metro stops will only add more congestion in areas with no parking. The fact that these buildings will not have parking, will make a horrible situation 10x worse.

- This project doesn't address any of the climate/environmental issues already in FF. Your project is bringing new development but isn't addressing the issues we already have. Trash all over FF, graffiti, and pollution from the train.

- Traffic study - speeding concerns down miramontes, hooper, Mai

- I would like to see trees along the train tracks. This would help to reduce the pollution from the train.

- Florence Library - needs to be put back on Florence.

- Allowing the market to determine parking needs doesn't work in an area with no parking.

- The ground vibration within a 1/2 mile of the train is already horrible and the additional construction only is making it worse. My home is covered in cracks from the 10-20 times of day the train passes through and shakes my home. All my neighbors have the same issue.

- Concerns about rezoning in residential areas developers may swoop in to buy up property to redevelop into duplexes/triplexes/etc and increase rents. The current limit of how many units in an acre is too much for this community to sustain. It will impact homeowners.

Best,

Astrid Campos
Homeowner in Florence Firestone
714-396-8242

From: Mia Martinez <m.martinez_00@yahoo.com>
Sent: Wednesday, April 14, 2021 5:00 PM
To: DRP FFTOD <FFTOD@planning.lacounty.gov>
Cc: Norman Ornelas <NOrnelas@planning.lacounty.gov>; Patricia Hachiya <phachiya@planning.lacounty.gov>; Gabriela Cid <agcid13@gmail.com>; Amy Bodek <ABodek@planning.lacounty.gov>
Subject: Written Comments for FFTOD Specific Plan

To Whom It May Concern:

Please be advised that the community is very concerned about gebntrification and fear getting displaced by new homes raising the average rent and by the use of median income of county. Pleaseb use the median income of the community as it is represented in the Census as it willbe more representative of the community's income.

Thank you!
Maria Martinez
(323) 829-6279

From: Silvia Trevino <trevinoasilvia@gmail.com>
Sent: Wednesday, April 14, 2021 4:30 PM
To: DRP FFTOD <FFTOD@planning.lacounty.gov>
Cc: Norman Ornelas <NOrnelas@planning.lacounty.gov>; Amy Bodek <ABodek@planning.lacounty.gov>; Gabriela Cid <AGCid@bos.lacounty.gov>; Patricia Hachiya <phachiya@planning.lacounty.gov>
Subject: FFTOD Public Comment

Hello FFTOD Team,

My name is Silvia Trevino and I grew up in Florence-Firestone and am writing this comment on behalf of my mother and family that resides in unincorporated Florence-Firestone. I grew up in a single family home in Florence-Firestone that although had many problems of safety and access to supermarkets and health care I was able to enjoy access to the nearby parks and libraries (Graham and Florence). I hope that residents in the future can continue enjoying access to some fundamental resources such as our parks and libraries.

With the proposed FFTOD policy guidelines I worry that mixed use units with high numbers of floors will drastically change our community. We are already one of the most densely populated areas in LA County, we can only foresee that these new guideline will quickly explode our population over the next decade. We have many unhoused people in Florence-

Firestone, it is clear that Florence-Firestone is need of more housing, however that housing should not cause harm to any of our residents.

I along with other community members are supportive of building affordable housing in our community, but we hope that it is affordable to the people in our community as well. We hope that those who are currently unhoused in Florence-Firestone will have ample access to the newly created housing in Florence-Firestone. I would hope that market rate housing in our area in not prioritized but rather that the county focuses on supporting affordable accessible housing and grassroots programs for home owners and small mom and pop landlords in Florence-Firestone to increase the number of units in the residential areas.

As population increases in Florence-Firestones there are some issues that I believe should be considered when creating the FFTOD.

- Parking, we need to look into creative solutions to address the parking crises. Although the county can hope for the best, that new residents of the community will use public transport and not own personal vehicles, this is not realistic. We must hope for the best but prepare for the worst.
-Improving the electric grid and internet infrastructure. Last summer taught us all that power outages and internet outages were now part of the normal Florence-Firestone living experience. With increasing populations we must address our already overloaded electric grid and low capacity internet infrastructure.
-Increasing community resources. It would be important that with the increasing population we continue working on increasing park spaces, library spaces, and public community spaces. If we could also get more access to county health clinics that would be very needed in our community.
Lastly, with any changes like these there is a fear that gentrification will displace our community members both housed and unhoused. I believe that it is important for the county to provide us with ways in which it will minimize displacement in the community as a result of the FFTOD. Is this something that the county could monitor / measure ?

Thank you,
Silvia Trevino

From: Yanel Saenz <yn.saenz@gmail.com>
Sent: Wednesday, April 14, 2021 3:36 PM
To: DRP FFTOD <FFTOD@planning.lacounty.gov>
Cc: Norman Ornelas <NOrnelas@planning.lacounty.gov>; Patricia Hachiya <phachiya@planning.lacounty.gov>; Gabriela Cid <AGCid@bos.lacounty.gov>; Amy Bodek <ABodek@planning.lacounty.gov>
Subject: Written comments for the FFTOD Specific Plan

Hello FFTOD team,

I am submitting my written comments for the FFTOD Specific Plan as part of this comment period for the Initial Study and Notice of Preparation.

Outreach: First and foremost, I want to echo what other fellow residents have voiced in previous FFTOD Plan meetings regarding outreach for this project - this plan is proposing significant zoning changes to our community and many more Florence-Firestone residents should know about it. I urge there be more funding allocated towards outreach to all Florence-Firestone residents. At minimum, two mailers from DRP should be sent out to all residents informing them of the upcoming FFTOD meetings (along with a summary of the plan, the proposed zoning changes, and where to find more information).

Aesthetics question a): This question asks if the FFTOD Plan will have a substantial adverse effect on a scenic vista and is marked as “Less than Significant Impact” and the description states that there are no identified scenic resources within the study area. However, I want to point out that at the Roosevelt Park pedestrian bridge, the Firestone Metro Station, and the Slauson Metro Station, you are able to access scenic views of Downtown Los Angeles and the San Gabriel Mountains. The Roosevelt Park pedestrian bridge, in particular, represents a publicly accessible vantage point (whereas the Metro stations would require fare payment to access the elevated platforms). Many residents go to this vantage point to enjoy the view of Downtown Los Angeles with the mountains in the background and often take photos.

There aren't many locations in Florence-Firestone where you can access these type of views, and so with the rezoning to allow potential construction of high rise apartment complexes along commercial corridors north of Firestone Boulevard and north of Florence Avenue, these views will be obstructed (side note to include in the standards: the heights for future buildings along mixed-use corridors should be no more than 3-4 stories tall) and Florence-Firestone residents will lose access to these scenic views. At the scoping meeting it was mentioned that the scenic vistas being considered for the FFTOD Specific Plan only refer to scenic vistas designated in the General Plan or another planning document. The current FFTOD Specific Plan process seems to me like a great opportunity to be able designate this as a scenic vista and include it in this planning document. Also, I want to point out that the Florence-Firestone Community Plan includes a photo of the view from the Roosevelt Park pedestrian bridge (page 6). Therefore, although this view may not be explicitly mentioned as a scenic vista in planning documents, the scenic view is included there as a photograph and being used to enhance the aesthetics of this planning document, which I would argue means that residents and planning staff involved in the creation of the Florence-Firestone Community Plan agree that it's a great scenic view. I disagree with this question being marked as "Less Than Significant Impact" and this should be studied in the EIR and leveled up to "Potentially Significant Impact."

Cultural/Historic Resources: properties that have buildings with historic potential should not be rezoned so that the community has more time to investigate their historic and/or cultural significance and ask the County to conduct an in-depth historic resources survey (as there has been no historic landmark survey yet done in Los Angeles County and further, in Florence-Firestone). Rezoning may activate these properties for redevelopment and demolition, and we want to preserve as many historic and culturally significant buildings as possible. There were 98 properties identified through the desktop reconnaissance survey in the FFTOD Community Atlas document. Ideally, I would not want any of these 98 to be rezoned. However, below is a list of properties that have cultural and/or historic value that we want to prioritize at the moment (this is a living list and there may be many more that we haven't yet learned more about and may add later). Some of these properties are highlighted in the 2018 book by Jeannene Przyblyski titled *A Paseo Through Time in Florence-Firestone*, the first book to document the history of Florence-Firestone.

a. Gentry Theater by renowned movie theater architect S. Charles Lee

    i. 6525 Compton Ave. Los Angeles, CA 90001

b. Graham Library

i. 1900 E. Firestone Blvd. Los Angeles, CA 90001 (current location)

ii. 1925 E. 87th St. Los Angeles, CA 90002 (former location)

iii. 8511 Holmes Ave. Los Angeles, CA 90001 (former location)

c. The Century Youth Activities League (formerly the Firestone Park Sheriff's station) by architect James H. Garrott

i. 7901 Compton Ave. Los Angeles, CA 90001 - current location of Century Youth Activities League

ii. 2201 E. Firestone Blvd. Los Angeles, CA 90001 - second location of Firestone Park Sheriff's station

iii. 1551-1555-1557 E. Florence Ave. (1st location of Firestone Park station; also former locations of the Florence Library and Florence-Firestone Chamber of Commerce)

d. Tessie Cleveland Community Services Corporation by architect James H. Garrott

i. 8019 Compton Ave. Los Angeles, CA 90001

e. The Youth Activities League on Makee

i. 7116 S. Makee St. Los Angeles, CA 90001

f. Miramonte Blvd. (Palm trees and homes)

i. Along Miramonte Blvd. between E. 66th St. (north) and E. Florence Ave. (south)

Florence Library: The future location of the Florence Library remains a concern for Florence-Firestone residents that I want to highlight in case there are opportunities and strategies through the FFTOD Specific Plan to bring the library back to Florence Avenue. At the moment, the location for the library is set to be on the second floor of the County Constituent Services Center. However, there are two abandoned buildings on Florence Avenue, minutes away from the original location. These two buildings are the ACE Hardware Store (1669 E. Florence Ave. Los Angeles, CA 90001) and the Grifols Plasma Center (1715 E. Florence Ave. Los Angeles, CA 90001) and they fall within the FFTOD study area.

Proposed Zoning Changes: I have some concerns regarding rezoning of residential areas within the TOD study area; so what is proposed is rezoning of residential areas in order to allow increased density and number of dwelling units per property. I am concerned about this because 1) Florence-Firestone is already a dense neighborhood 2) this would exacerbate current parking issues (double parking and lack of parking availability, to add, we need a traffic and parking study) 3) considering that there isn't a current budget for outreach (through mailers) to all residents about these important meetings where these decisions are being made, I am concerned that there won't be a budget for future outreach to all residents with information about zoning changes to their property. Those who will be more aware and knowledgeable of zoning changes in Florence-Firestone will likely be outside developers and property buyers and I fear this will trigger an increased interest in the neighborhood leading to prey on vulnerable residents and their homes. Also, homeowners may not have the resources/money to be able to convert their single-family home into a duplex/triplex/etc. Additionally, renters are at risk of being displaced by landlords seeking to redevelop their properties and attract new renters (who they could charge higher rent to). In the long-term, I fear this may exacerbate the housing crisis and lead to displacement in Florence-Firestone. I understand that the FFTOD Specific Plan is not a development project itself, but the proposed zoning changes will set a domino effect of changes leading to displacement if adequate protections for renters and homeowners are not set in place.

Best regards,
Yanel Saenz

Subject: FW: FFTODSP - scoping meeting comments

From: Brian Wong <wong.brian@gmail.com>
Sent: Friday, April 2, 2021 3:36 PM
To: DRP FFTOD <FFTOD@planning.lacounty.gov>
Subject: FFTOD Population Growth Estimates

Excited to learn more about the FFTOD Specific Plan. Are there population growth estimates for the 3-, 5-, and 10-years post adoption you could share? In reviewing the Initial Study, I was not able to find this information.

14. POPULATION AND HOUSING

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☒	☐	☐	☐

Potentially Significant Impact. The Florence-Firestone community is primarily residential, with approximately 63 percent of the land within the area designated for residential use. The FFTOD Specific Plan would include residential and non-residential land use changes that could allow for an increase in the population density of the area. The residential zone changes would maintain existing residential neighborhoods while supporting a broader range of housing types, as well as encouraging medium-density and high-density residential near transit. Therefore, the Project has the potential to induce direct or indirect substantial unplanned population growth in the area. The impact is considered potentially significant and will be further analyzed in the EIR.

Thank you,
Brian

APPENDIX B

AIR QUALITY AND GREENHOUSE GAS EMISSIONS CALCULATIONS

FFTOD Specific Plan - Air Quality and Greenhouse Gas Emissions Summary
Criteria Pollutants

Construction Emissions Summary

	Unmitigated - Regional Emissions (pounds per day)					
	ROG	NOx	CO	SO2	PM10	PM2.5
Maximum Daily Emissions	106.96	152.58	209.84	0.54	52.98	21.03
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold?	Yes	Yes	No	No	No	No

Source: Winter CalEEMod Runs; Modeled by AECOM in 2021
Includes implementation of SCAQMD Rule 403 Fugitive Dust Requirements

	Mitigated - Regional Emissions (pounds per day)					
	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Maximum Daily Emissions	29.28	38.15	221.69	0.54	47.40	15.89
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: Winter CalEEMod Runs; Modeled by AECOM in 2021
Includes implementation of SCAQMD Rule 403 Fugitive Dust Requirements
Assumes the following mitigation measures:
Use of super-compliant VOC paints during construction
Tier 4 Final equipment for diesel engines greater than 50 hp.

Operational Emissions Summary

	Unmitigated - Regional Emissions (pounds per day)					
Source	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	421.52	906.86	1376.71	5.77	77.93	77.93
Energy	3.71	31.93	15.33	0.20	2.56	2.56
Mobile	152.56	143.18	1477.94	3.13	429.65	115.69
Total	577.79	1081.98	2869.98	9.10	510.14	196.19
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	Yes	Yes	Yes	No	Yes	Yes

	Mitigated - Regional Emissions (pounds per day)					
Source	ROG	NOx	CO	SO2	PM10 Total	PM2.5 Total
Area	316.74	11.49	995.70	0.05	5.54	5.54
Energy	3.71	31.93	15.33	0.20	2.56	2.56
Mobile	152.56	143.18	1477.94	3.13	429.65	115.69
Total	473.01	186.60	2488.97	3.38	437.75	123.80
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	Yes	Yes	Yes	No	Yes	Yes

GHG Emissions

Construction-Related GHG Emissions	
Description	MT CO2e
Maximum Annual Year	6,490
Total GHG Emissions	25,961
Amortized GHG Emissions	865.36

Notes:
Total construction demand determined based upon 4 times the maximum annual construction year (assumed to be 25% of total buildout)
Amortized GHG Emissions calculated over a 30-year project lifetime.

FFTOD GHG Emissions	
Description	MT CO_2e
Amortized Construction	865
Area	209
Energy	18,076
Mobile	55,278
Waste	3,726
Water	4,420
Total	82,574
Service Population	37,441
GHG Emissions per Service Population	2.21

State Target Setting Calculations

GHG Emissions - State Target Setting Calculations
(Based upon July 2020 Employment data and March 2021 Population data)

Table 1		
Statewide Emissions Inventory and Reduction Targets		
	1990	2030
Statewide Emissions Targets (MMT CO2e)[1]	431	258.6
Amount below 1990 Levels	0%	40%

Note: MMT CO_2e = million metric tons of carbon dioxide equivalent

[1] 40% below 1990 levels per SB 32

Table 2			
Adjusted Statewide Emissions Inventory – Land Use-Related Sectors			
Main Sector / Sub Sector Level 1	Total Emissions ($MMT CO_2e/yr$) [1]	Adjusted Land Use-Related Emissions ($MMT CO_2e/yr$)	Notes/Adjustments from Totals
Agriculture & Forestry	18.9	0.0	Not included in land use sector
Commercial	14.4	13.9	Excludes National Security emissions from Sub
Electricity Generation (Imports)	61.5	61.5	Land use sector includes all emissions
Electricity Generation (In State)	49.0	34.4	Excludes CHP: Industrial from Sub Sector Level
Industrial	105.3	11.7	Industrial emissions excluded from land use
CHP: Industrial	*9.7*	*0.0*	Not included, included CHP in electricity
Flaring	*0.1*	*0.0*	
Landfills	*7.4*	*7.4*	
Manufacturing	*32.1*	*0.7*	Construction emissions from Sub Sector Level
Mining	*0.0*	*0.0*	
Not Specified	*2.7*	*0.0*	
Oil & Gas Extraction	*14.8*	*0.0*	
Petroleum Marketing	*0.0*	*0.0*	
Petroleum Refining	*32.8*	*0.0*	
Pipelines	*1.9*	*0.0*	
Waste Water Treatment	*3.6*	*3.6*	Waste water treatment emissions are included
Not Specified	1.3	1.3	Land use sector includes all emissions
Residential	29.7	29.7	Land use sector includes all emissions
Transportation	150.6	140.9	Excludes Aviation, Rail, and Water-borne
Total	431.0	293.5	

Notes: Sectors/sub-sectors may not sum exactly due to rounding
1 California 1990 Greenhouse Gas Emissions Level and 2020 Limit by Sector, ARB:
<http://www.arb.ca.gov/cc/inventory/1990level/1990level.htm>

Table 3					
Land-Use Related Statewide Emissions Inventory, Forecasts, and Reduction Targets					
	1990	2020	2030	2035	2050
Statewide Emissions Targets	293.47	293.47	176.08	146.74	58.69
Amount below 1990 Levels	0%	0%	40%	50%	80%

Note: MMT CO_2e = million metric tons of carbon dioxide equivalent
2030 Emissions: 40% below 1990 levels (i.e., 2020 target levels) per SB 32
2035 Emissions: Interpolated between 2030 and 2050 targets
2050 Emissions: 80% below 1990 levels (i.e., 2020 target levels) per EO-S-3-05

Table 4					
Statewide Demographic Projections					
	2028	2028_Land-Use Based[3]	2030	2030_Land-Use Based	2035_Land-Use Based
Population[1]	41,456,075	41,456,075	41,860,549	41,860,549	42,718,403
Employment[1]	20,412,500	18,996,600	20,611,658	19,181,944	19,575,042
Service Population (population + employment)	61,868,575	60,452,675	62,472,207	61,042,493	62,293,445
Employment:Population Ratio	49%	46%	49%	46%	46%

Note: MMT CO_2e = million metric tons of carbon dioxide equivalent
[1] DOF Table Total Estimated and Projected Population for California and Counties: July 1, 2010 to July 1, 2060 in 1-year increments. August 2020. Available online at: <http://www.dof.ca.gov/Forecasting/Demographics/projections/>

[2] 2028 Employment Data from EDD Labor Market Information Division (July 2020) Long Term Projections 2018-2028 <https://www.labormarketinfo.edd.ca.gov/data/employment-projections.html> . 2030 and 2035 Data is extrapolated based upon Employment to Population Ratio for 2028, and assumes consistent ratio.

[3] Sorted to remove jobs from: 11-9013 Farmers, Ranchers, and Other Agricultural Managers; 19-4041 Geological and Petroleum Technicians; 19-4093 Forest and Conservation Technicians; 45-000 Farming, Fishing, and Forestry Occupations; 47-5000 Extraction Workers; 49-3011 Aircraft Mechanics and Service Technicians; 49-3041 Farm Equipment Mechanics and Service Technicians; 49-9041 Industrial Machinery Mechanics; 49-9043 Maintenance Workers, Machinery; 49-9044 Millwrights; 51-0000 Production Occupations; 53-2000 Air Transportation Workers; 53-4000 Rail Transportation Workers; and 53-5000 Water Transportation Workers.

Table 5		
Local Efficiency Target (Land Use Based)		
	2030	2035
Emissions Targets ($MT CO_2e/yr$)	176,082,940	146,735,783
Service Population (SP)	61,042,493	62,293,445
Per Service Population Emissions Efficiency Targets	2.88	2.36

Note: MMT CO_2e = million metric tons of carbon dioxide equivalent;
Service Population (SP) = population + employment

Trip Generation and VMT Data

FFTOD Specific Plan - Trip Generation/VMT data

		2035 No Project	2035 With Project	Net New Project [a]	Note
	Service Population (POP+EMP)	74,390	111,831	37,441	
Vehicle No Trucks	Total vehicle trips (no trucks)	184,096	248,003	63,907	
	Total vehicle VMT (no trucks)	1,649,349	2,134,793	485,444	
	Average vehicle trip distance (no trucks)	9.0	8.6	7.596101	[a]
Trucks Only	Total truck trips	3,377	4,948	1,571	
	Total truck VMT	92,491	135,811	43,320	
	Average truck trip distance	27.4	27.4	27.57	[a]
All Vehicles	Total vehicle trips (include trucks)	187,473	252,951	65,478	
	Total VMT (include trucks)	1,741,840	2,270,604	528,764	
	Total VMT per service population (include trucks)	23.4	20.3	14.12	[b]

Source: Fehr & Peers (June 2021)

Note:

[a] The 7.6 mile of average vehicle trip distance (no trucks) and 27.57 mile of average truck trip distance are not the trip lengths generated by the net new development directly, but the effect on vehicle trip and VMT for the whole project area. The effect of adding more housing and jobs to the study area will reduce trip length on average. In order to compute the average vehicle distance, the net new VMT should be divided by the net new vehicle trips, but this should not be interpreted to mean that the new development will have markedly different patterns than the existing development; rather the effects on travel of adding housing and employment will be to bring everyone's average down (including existing uses).

[b] We recommend to divide the net change of Total VMT by the net change of Service Population. Please note that the results of 14.12 VMT per Service Population is not actual VMT per Service Popualtion generated by the new development. It means that by adding new housing and jobs, this VMT metric will decrease on average.

Fleet Mix Breakout Percentage of Truck by Categories

Truck Categories [a]		2035 No Project	Fleet Mix Breakout % (2035 No Project)	2035 With Project	Fleet Mix Breakout % (2035 With Project)	Net New Project	Fleet Mix Breakout % (Net New Project)
LHDT	Vehicle Trips	1,092	32%	1,643	33%	551	35%
MHDT	Vehicle Trips	808	24%	1,154	23%	346	22%
HHDT	Vehicle Trips	1,477	44%	2,151	43%	674	43%
Total Trucks	Vehicle Trips	3,377	100%	4,948	100%	1,571	100%

Source: Fehr & Peers (June 2021)

Notes:

[a] SCAG defines these three classes by weight:

LHDT: light-heavy duty truck (8,500 to 14,000 lbs. gross vehicle weight (GVW))

MHDT: medium-heavy duty truck (14,001 to 33,000 lbs. GVW)

HHDT: heavy-heavy duty truck (>33,000 lbs. GVW)

CalEEMod Runs - Annual and Daily Outputs

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

FFTOD Specific Plan: Construction

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	2,699.00	Dwelling Unit	45.00	2,699,000.00	10524
Strip Mall	250.56	1000sqft	0.00	250,559.33	0
Office Park	23.74	1000sqft	0.00	23,737.97	0
Apartments Mid Rise	163.00	Dwelling Unit	13.43	163,000.00	636
Strip Mall	3.62	1000sqft	0.00	3,623.80	0
High Turnover (Sit Down Restaurant)	3.62	1000sqft	0.00	3,623.80	0
Apartments Mid Rise	75.00	Dwelling Unit	6.11	75,000.00	293
Apartments Mid Rise	15.00	Dwelling Unit	17.38	15,000.00	59
Office Park	3.29	1000sqft	0.00	3,291.82	0
Apartments Mid Rise	40.00	Dwelling Unit	68.77	40,000.00	154
High Turnover (Sit Down Restaurant)	10.42	1000sqft	0.00	10,421.72	0
Apartments Low Rise	36.00	Dwelling Unit	75.81	36,000.00	140
Office Park	0.49	1000sqft	0.00	494.76	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Project Characteristics -

Land Use - Proposed land use types and acreages per SP and info on SF to LU. Maximum estimate of 25% of land uses constructed in a single year.

Construction Phase - During maximum development scenario year, all phases of construction could overlap in time throughout the Specific Plan area.

Off-road Equipment - Construction equipment from CalEEMod defaults.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading - Default acres graded.

Trips and VMT - Construction trips from CalEEMod defaults.

Architectural Coating -

Vehicle Trips - Construction-only emissions estimates. Operational values zeroed out.

Woodstoves - Construction-only emissions estimates. Operational values zeroed out.

Area Coating - Construction-only emissions estimates. Operational values zeroed out.

Energy Use - Construction-only emissions estimates. Operational values zeroed out.

Water And Wastewater - Construction-only emissions estimates. Operational values zeroed out.

Solid Waste - Construction-only emissions estimates. Operational values zeroed out.

Construction Off-road Equipment Mitigation - Assumes implementation of SCAQMD Rule 403 for fugitive dust control.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	147876	0
tblAreaCoating	Area_Nonresidential_Interior	443629	0
tblAreaCoating	Area_Residential_Exterior	2043900	0
tblAreaCoating	Area_Residential_Interior	6131700	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	330.00	260.00
tblConstructionPhase	NumDays	4,650.00	260.00
tblConstructionPhase	NumDays	300.00	260.00

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstructionPhase	NumDays	465.00	260.00
tblConstructionPhase	NumDays	330.00	260.00
tblConstructionPhase	NumDays	180.00	260.00
tblConstructionPhase	PhaseEndDate	6/20/2029	12/30/2022
tblConstructionPhase	PhaseEndDate	12/9/2026	12/30/2022
tblConstructionPhase	PhaseEndDate	8/23/2006	12/30/2022
tblConstructionPhase	PhaseEndDate	2/11/2009	12/30/2022
tblConstructionPhase	PhaseEndDate	3/15/2028	12/30/2022
tblConstructionPhase	PhaseEndDate	5/2/2007	12/30/2022
tblConstructionPhase	PhaseStartDate	3/16/2028	1/1/2022
tblConstructionPhase	PhaseStartDate	2/12/2009	1/1/2022
tblConstructionPhase	PhaseStartDate	6/30/2005	1/1/2022
tblConstructionPhase	PhaseStartDate	5/3/2007	1/1/2022
tblConstructionPhase	PhaseStartDate	12/10/2026	1/1/2022
tblConstructionPhase	PhaseStartDate	8/24/2006	1/1/2022
tblEnergyUse	LightingElect	810.36	0.00
tblEnergyUse	LightingElect	741.44	0.00
tblEnergyUse	LightingElect	7.87	0.00
tblEnergyUse	LightingElect	3.74	0.00
tblEnergyUse	LightingElect	6.26	0.00
tblEnergyUse	NT24E	3,172.76	0.00
tblEnergyUse	NT24E	3,054.10	0.00
tblEnergyUse	NT24E	28.16	0.00
tblEnergyUse	NT24E	4.79	0.00
tblEnergyUse	NT24E	3.23	0.00
tblEnergyUse	NT24NG	4,831.00	0.00
tblEnergyUse	NT24NG	4,831.00	0.00
tblEnergyUse	NT24NG	187.78	0.00
tblEnergyUse	NT24NG	0.19	0.00

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblEnergyUse	NT24NG	0.49	0.00
tblEnergyUse	T24E	28.76	0.00
tblEnergyUse	T24E	35.05	0.00
tblEnergyUse	T24E	7.24	0.00
tblEnergyUse	T24E	5.01	0.00
tblEnergyUse	T24E	3.58	0.00
tblEnergyUse	T24NG	8,848.67	0.00
tblEnergyUse	T24NG	4,179.80	0.00
tblEnergyUse	T24NG	42.55	0.00
tblEnergyUse	T24NG	9.50	0.00
tblEnergyUse	T24NG	1.14	0.00
tblFireplaces	NumberGas	30.60	0.00
tblFireplaces	NumberGas	2,543.20	0.00
tblFireplaces	NumberWood	1.80	0.00
tblFireplaces	NumberWood	149.60	0.00
tblLandUse	LandUseSquareFeet	250,559.00	250,559.33
tblLandUse	LandUseSquareFeet	23,738.00	23,737.97
tblLandUse	LandUseSquareFeet	10,421.70	10,421.72
tblLandUse	LotAcreage	71.03	45.00
tblLandUse	LotAcreage	5.75	0.00
tblLandUse	LotAcreage	0.54	0.00
tblLandUse	LotAcreage	4.29	13.43
tblLandUse	LotAcreage	0.08	0.00
tblLandUse	LotAcreage	0.08	0.00
tblLandUse	LotAcreage	1.97	6.11
tblLandUse	LotAcreage	0.39	17.38
tblLandUse	LotAcreage	0.08	0.00
tblLandUse	LotAcreage	1.05	68.77
tblLandUse	LotAcreage	0.24	0.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	2.25	75.81
tblLandUse	LotAcreage	0.01	0.00
tblLandUse	Population	7,719.00	10,524.00
tblLandUse	Population	466.00	636.00
tblLandUse	Population	215.00	293.00
tblLandUse	Population	43.00	59.00
tblLandUse	Population	114.00	154.00
tblLandUse	Population	103.00	140.00
tblSolidWaste	SolidWasteGenerationRate	16.56	0.00
tblSolidWaste	SolidWasteGenerationRate	1,376.32	0.00
tblSolidWaste	SolidWasteGenerationRate	167.20	0.00
tblSolidWaste	SolidWasteGenerationRate	25.59	0.00
tblSolidWaste	SolidWasteGenerationRate	266.89	0.00
tblVehicleTrips	ST_TR	8.14	0.00
tblVehicleTrips	ST_TR	4.91	0.00
tblVehicleTrips	ST_TR	122.40	0.00
tblVehicleTrips	ST_TR	1.64	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	SU_TR	6.28	0.00
tblVehicleTrips	SU_TR	4.09	0.00
tblVehicleTrips	SU_TR	142.64	0.00
tblVehicleTrips	SU_TR	0.76	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	WD_TR	7.32	0.00
tblVehicleTrips	WD_TR	5.44	0.00
tblVehicleTrips	WD_TR	112.18	0.00
tblVehicleTrips	WD_TR	11.07	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblWater	IndoorWaterUseRate	2,345,544.92	0.00

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblWater	IndoorWaterUseRate	194,940,844.66	0.00
tblWater	IndoorWaterUseRate	4,264,648.66	0.00
tblWater	IndoorWaterUseRate	4,891,232.74	0.00
tblWater	IndoorWaterUseRate	18,827,753.51	0.00
tblWater	OutdoorWaterUseRate	1,478,713.10	0.00
tblWater	OutdoorWaterUseRate	122,897,489.02	0.00
tblWater	OutdoorWaterUseRate	272,211.62	0.00
tblWater	OutdoorWaterUseRate	2,997,852.33	0.00
tblWater	OutdoorWaterUseRate	11,539,590.86	0.00
tblWoodstoves	NumberCatalytic	1.80	0.00
tblWoodstoves	NumberCatalytic	149.60	0.00
tblWoodstoves	NumberNoncatalytic	1.80	0.00
tblWoodstoves	NumberNoncatalytic	149.60	0.00

2.0 Emissions Summary

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	106.9593	152.5836	209.8426	0.5356	62.5296	6.3235	68.8531	22.7396	5.8595	28.5991	0.0000	53,893.6854	53,893.6854	6.5914	1.8781	54,618.1290
Maximum	**106.9593**	**152.5836**	**209.8426**	**0.5356**	**62.5296**	**6.3235**	**68.8531**	**22.7396**	**5.8595**	**28.5991**	**0.0000**	**53,893.6854**	**53,893.6854**	**6.5914**	**1.8781**	**54,618.1290**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	106.9593	152.5836	209.8426	0.5356	46.6563	6.3235	52.9797	15.1737	5.8595	21.0332	0.0000	53,893.6854	53,893.6854	6.5914	1.8781	54,618.1290
Maximum	**106.9593**	**152.5836**	**209.8426**	**0.5356**	**46.6563**	**6.3235**	**52.9797**	**15.1737**	**5.8595**	**21.0332**	**0.0000**	**53,893.6854**	**53,893.6854**	**6.5914**	**1.8781**	**54,618.1290**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**25.39**	**0.00**	**23.05**	**33.27**	**0.00**	**26.46**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	73.2561	2.8723	248.9658	0.0132		1.3855	1.3855		1.3855	1.3855	0.0000	449.8811	449.8811	0.4284	0.0000	460.5902
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**73.2561**	**2.8723**	**248.9658**	**0.0132**	**0.0000**	**1.3855**	**1.3855**	**0.0000**	**1.3855**	**1.3855**	**0.0000**	**449.8811**	**449.8811**	**0.4284**	**0.0000**	**460.5902**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	73.2561	2.8723	248.9658	0.0132		1.3855	1.3855		1.3855	1.3855	0.0000	449.8811	449.8811	0.4284	0.0000	460.5902
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**73.2561**	**2.8723**	**248.9658**	**0.0132**	**0.0000**	**1.3855**	**1.3855**	**0.0000**	**1.3855**	**1.3855**	**0.0000**	**449.8811**	**449.8811**	**0.4284**	**0.0000**	**460.5902**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	12/30/2022	5	260	
2	Site Preparation	Site Preparation	1/1/2022	12/30/2022	5	260	
3	Grading	Grading	1/1/2022	12/30/2022	5	260	
4	Building Construction	Building Construction	1/1/2022	12/30/2022	5	260	
5	Paving	Paving	1/1/2022	12/30/2022	5	260	
6	Architectural Coating	Architectural Coating	1/1/2022	12/30/2022	5	260	

Acres of Grading (Site Preparation Phase): 390

Acres of Grading (Grading Phase): 780

Acres of Paving: 0

Residential Indoor: 6,131,700; Residential Outdoor: 2,043,900; Non-Residential Indoor: 443,630; Non-Residential Outdoor: 147,877; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	2,276.00	372.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	455.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**		**1.2427**	**1.2427**		**1.1553**	**1.1553**		**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0556	0.0419	0.5428	1.4500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		147.7700	147.7700	4.2700e-003	4.0100e-003	149.0720
Total	**0.0556**	**0.0419**	**0.5428**	**1.4500e-003**	**0.1677**	**1.0700e-003**	**0.1687**	**0.0445**	**9.9000e-004**	**0.0455**		**147.7700**	**147.7700**	**4.2700e-003**	**4.0100e-003**	**149.0720**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**		**1.2427**	**1.2427**		**1.1553**	**1.1553**	**0.0000**	**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0556	0.0419	0.5428	1.4500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		147.7700	147.7700	4.2700e-003	4.0100e-003	149.0720
Total	**0.0556**	**0.0419**	**0.5428**	**1.4500e-003**	**0.1677**	**1.0700e-003**	**0.1687**	**0.0445**	**9.9000e-004**	**0.0455**		**147.7700**	**147.7700**	**4.2700e-003**	**4.0100e-003**	**149.0720**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**19.6570**	**1.6126**	**21.2696**	**10.1025**	**1.4836**	**11.5860**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0667	0.0503	0.6514	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		177.3240	177.3240	5.1300e-003	4.8100e-003	178.8864
Total	**0.0667**	**0.0503**	**0.6514**	**1.7400e-003**	**0.2012**	**1.2900e-003**	**0.2025**	**0.0534**	**1.1900e-003**	**0.0546**		**177.3240**	**177.3240**	**5.1300e-003**	**4.8100e-003**	**178.8864**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**8.8457**	**1.6126**	**10.4582**	**4.5461**	**1.4836**	**6.0297**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0667	0.0503	0.6514	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		177.3240	177.3240	5.1300e-003	4.8100e-003	178.8864
Total	**0.0667**	**0.0503**	**0.6514**	**1.7400e-003**	**0.2012**	**1.2900e-003**	**0.2025**	**0.0534**	**1.1900e-003**	**0.0546**		**177.3240**	**177.3240**	**5.1300e-003**	**4.8100e-003**	**178.8864**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**9.2036**	**1.6349**	**10.8385**	**3.6538**	**1.5041**	**5.1579**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0741	0.0558	0.7237	1.9400e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606		197.0266	197.0266	5.7000e-003	5.3500e-003	198.7627
Total	**0.0741**	**0.0558**	**0.7237**	**1.9400e-003**	**0.2236**	**1.4300e-003**	**0.2250**	**0.0593**	**1.3200e-003**	**0.0606**		**197.0266**	**197.0266**	**5.7000e-003**	**5.3500e-003**	**198.7627**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.1416	0.0000	4.1416	1.6442	0.0000	1.6442			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**4.1416**	**1.6349**	**5.7765**	**1.6442**	**1.5041**	**3.1483**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0741	0.0558	0.7237	1.9400e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606		197.0266	197.0266	5.7000e-003	5.3500e-003	198.7627
Total	**0.0741**	**0.0558**	**0.7237**	**1.9400e-003**	**0.2236**	**1.4300e-003**	**0.2250**	**0.0593**	**1.3200e-003**	**0.0606**		**197.0266**	**197.0266**	**5.7000e-003**	**5.3500e-003**	**198.7627**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.7233	18.9733	6.4637	0.0729	2.3828	0.1742	2.5570	0.6861	0.1667	0.8527		7,832.1129	7,832.1129	0.2608	1.1297	8,175.2691
Worker	8.4329	6.3546	82.3621	0.2204	25.4403	0.1631	25.6034	6.7469	0.1501	6.8970		22,421.6306	22,421.6306	0.6485	0.6086	22,619.1936
Total	**9.1561**	**25.3279**	**88.8258**	**0.2933**	**27.8231**	**0.3373**	**28.1604**	**7.4330**	**0.3168**	**7.7498**		**30,253.7435**	**30,253.7435**	**0.9093**	**1.7382**	**30,794.4627**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.7233	18.9733	6.4637	0.0729	2.3828	0.1742	2.5570	0.6861	0.1667	0.8527		7,832.1129	7,832.1129	0.2608	1.1297	8,175.2691
Worker	8.4329	6.3546	82.3621	0.2204	25.4403	0.1631	25.6034	6.7469	0.1501	6.8970		22,421.6306	22,421.6306	0.6485	0.6086	22,619.1936
Total	**9.1561**	**25.3279**	**88.8258**	**0.2933**	**27.8231**	**0.3373**	**28.1604**	**7.4330**	**0.3168**	**7.7498**		**30,253.7435**	**30,253.7435**	**0.9093**	**1.7382**	**30,794.4627**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**		**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0556	0.0419	0.5428	1.4500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		147.7700	147.7700	4.2700e-003	4.0100e-003	149.0720
Total	**0.0556**	**0.0419**	**0.5428**	**1.4500e-003**	**0.1677**	**1.0700e-003**	**0.1687**	**0.0445**	**9.9000e-004**	**0.0455**		**147.7700**	**147.7700**	**4.2700e-003**	**4.0100e-003**	**149.0720**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225	0.0000	2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**	**0.0000**	**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0556	0.0419	0.5428	1.4500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		147.7700	147.7700	4.2700e-003	4.0100e-003	149.0720
Total	**0.0556**	**0.0419**	**0.5428**	**1.4500e-003**	**0.1677**	**1.0700e-003**	**0.1687**	**0.0445**	**9.9000e-004**	**0.0455**		**147.7700**	**147.7700**	**4.2700e-003**	**4.0100e-003**	**149.0720**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	83.4177					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**83.6222**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6858	1.2704	16.4652	0.0441	5.0858	0.0326	5.1184	1.3488	0.0300	1.3788		4,482.3559	4,482.3559	0.1297	0.1217	4,521.8511
Total	**1.6858**	**1.2704**	**16.4652**	**0.0441**	**5.0858**	**0.0326**	**5.1184**	**1.3488**	**0.0300**	**1.3788**		**4,482.3559**	**4,482.3559**	**0.1297**	**0.1217**	**4,521.8511**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	83.4177					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**83.6222**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6858	1.2704	16.4652	0.0441	5.0858	0.0326	5.1184	1.3488	0.0300	1.3788		4,482.3559	4,482.3559	0.1297	0.1217	4,521.8511
Total	**1.6858**	**1.2704**	**16.4652**	**0.0441**	**5.0858**	**0.0326**	**5.1184**	**1.3488**	**0.0300**	**1.3788**		**4,482.3559**	**4,482.3559**	**0.1297**	**0.1217**	**4,521.8511**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Apartments Mid Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
High Turnover (Sit Down Restaurant)	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Office Park	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Strip Mall	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Office Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Office Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	73.2561	2.8723	248.9658	0.0132		1.3855	1.3855		1.3855	1.3855	0.0000	449.8811	449.8811	0.4284	0.0000	460.5902
Unmitigated	73.2561	2.8723	248.9658	0.0132		1.3855	1.3855		1.3855	1.3855	0.0000	449.8811	449.8811	0.4284	0.0000	460.5902

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	65.8103					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.4458	2.8723	248.9658	0.0132		1.3855	1.3855		1.3855	1.3855		449.8811	449.8811	0.4284		460.5902
Total	**73.2561**	**2.8723**	**248.9658**	**0.0132**		**1.3855**	**1.3855**		**1.3855**	**1.3855**	**0.0000**	**449.8811**	**449.8811**	**0.4284**	**0.0000**	**460.5902**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	65.8103					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.4458	2.8723	248.9658	0.0132		1.3855	1.3855		1.3855	1.3855		449.8811	449.8811	0.4284		460.5902
Total	**73.2561**	**2.8723**	**248.9658**	**0.0132**		**1.3855**	**1.3855**		**1.3855**	**1.3855**	**0.0000**	**449.8811**	**449.8811**	**0.4284**	**0.0000**	**460.5902**

7.0 Water Detail

7.1 Mitigation Measures Water

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

FFTOD Specific Plan: Construction - Mitigated

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	2,699.00	Dwelling Unit	45.00	2,699,000.00	10524
Strip Mall	250.56	1000sqft	0.00	250,559.33	0
Office Park	23.74	1000sqft	0.00	23,737.97	0
Apartments Mid Rise	163.00	Dwelling Unit	13.43	163,000.00	636
Strip Mall	3.62	1000sqft	0.00	3,623.80	0
High Turnover (Sit Down Restaurant)	3.62	1000sqft	0.00	3,623.80	0
Apartments Mid Rise	75.00	Dwelling Unit	6.11	75,000.00	293
Apartments Mid Rise	15.00	Dwelling Unit	17.38	15,000.00	59
Office Park	3.29	1000sqft	0.00	3,291.82	0
Apartments Mid Rise	40.00	Dwelling Unit	68.77	40,000.00	154
High Turnover (Sit Down Restaurant)	10.42	1000sqft	0.00	10,421.72	0
Apartments Low Rise	36.00	Dwelling Unit	75.81	36,000.00	140
Office Park	0.49	1000sqft	0.00	494.76	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Project Characteristics -

Land Use - Proposed land use types and acreages per SP and info on SF to LU. Maximum estimate of 25% of land uses constructed in a single year.

Construction Phase - During maximum development scenario year, all phases of construction could overlap in time throughout the Specific Plan area.

Off-road Equipment - Construction equipment from CalEEMod defaults.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading - Default acres graded.

Trips and VMT - Construction trips from CalEEMod defaults.

Architectural Coating - Use of super-compliant VOC paints as mitigation (<10 g/L).

Vehicle Trips - Construction-only emissions estimates. Operational values zeroed out.

Woodstoves - Construction-only emissions estimates. Operational values zeroed out.

Area Coating - Construction-only emissions estimates. Operational values zeroed out.

Energy Use - Construction-only emissions estimates. Operational values zeroed out.

Water And Wastewater - Construction-only emissions estimates. Operational values zeroed out.

Solid Waste - Construction-only emissions estimates. Operational values zeroed out.

Construction Off-road Equipment Mitigation - Assumes implementation of SCAQMD Rule 403 for fugitive dust control. Mitigation to include Tier 4 final engines for equipment engines >50 hp.

Area Mitigation - Use of super compliant VOC paint (10 g/L) during construction.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	10.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	10.00
tblArchitecturalCoating	EF_Residential_Exterior	50.00	10.00
tblArchitecturalCoating	EF_Residential_Interior	50.00	10.00
tblAreaCoating	Area_Nonresidential_Exterior	147876	0
tblAreaCoating	Area_Nonresidential_Interior	443629	0
tblAreaCoating	Area_Residential_Exterior	2043900	0

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblAreaCoating	Area_Residential_Interior	6131700	0
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	100	10
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	10
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	10
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	10
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	330.00	260.00
tblConstructionPhase	NumDays	4,650.00	260.00
tblConstructionPhase	NumDays	300.00	260.00
tblConstructionPhase	NumDays	465.00	260.00
tblConstructionPhase	NumDays	330.00	260.00
tblConstructionPhase	NumDays	180.00	260.00
tblConstructionPhase	PhaseEndDate	6/20/2029	12/30/2022
tblConstructionPhase	PhaseEndDate	12/9/2026	12/30/2022
tblConstructionPhase	PhaseEndDate	8/23/2006	12/30/2022
tblConstructionPhase	PhaseEndDate	2/11/2009	12/30/2022
tblConstructionPhase	PhaseEndDate	3/15/2028	12/30/2022
tblConstructionPhase	PhaseEndDate	5/2/2007	12/30/2022
tblConstructionPhase	PhaseStartDate	3/16/2028	1/1/2022
tblConstructionPhase	PhaseStartDate	2/12/2009	1/1/2022
tblConstructionPhase	PhaseStartDate	6/30/2005	1/1/2022
tblConstructionPhase	PhaseStartDate	5/3/2007	1/1/2022
tblConstructionPhase	PhaseStartDate	12/10/2026	1/1/2022
tblConstructionPhase	PhaseStartDate	8/24/2006	1/1/2022
tblEnergyUse	LightingElect	810.36	0.00
tblEnergyUse	LightingElect	741.44	0.00
tblEnergyUse	LightingElect	7.87	0.00
tblEnergyUse	LightingElect	3.74	0.00
tblEnergyUse	LightingElect	6.26	0.00
tblEnergyUse	NT24E	3,172.76	0.00
tblEnergyUse	NT24E	3,054.10	0.00

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblEnergyUse	NT24E	28.16	0.00
tblEnergyUse	NT24E	4.79	0.00
tblEnergyUse	NT24E	3.23	0.00
tblEnergyUse	NT24NG	4,831.00	0.00
tblEnergyUse	NT24NG	4,831.00	0.00
tblEnergyUse	NT24NG	187.78	0.00
tblEnergyUse	NT24NG	0.19	0.00
tblEnergyUse	NT24NG	0.49	0.00
tblEnergyUse	T24E	28.76	0.00
tblEnergyUse	T24E	35.05	0.00
tblEnergyUse	T24E	7.24	0.00
tblEnergyUse	T24E	5.01	0.00
tblEnergyUse	T24E	3.58	0.00
tblEnergyUse	T24NG	8,848.67	0.00
tblEnergyUse	T24NG	4,179.80	0.00
tblEnergyUse	T24NG	42.55	0.00
tblEnergyUse	T24NG	9.50	0.00
tblEnergyUse	T24NG	1.14	0.00
tblFireplaces	NumberGas	30.60	0.00
tblFireplaces	NumberGas	2,543.20	0.00
tblFireplaces	NumberWood	1.80	0.00
tblFireplaces	NumberWood	149.60	0.00
tblLandUse	LandUseSquareFeet	250,559.00	250,559.33
tblLandUse	LandUseSquareFeet	23,738.00	23,737.97
tblLandUse	LandUseSquareFeet	10,421.70	10,421.72
tblLandUse	LotAcreage	71.03	45.00
tblLandUse	LotAcreage	5.75	0.00
tblLandUse	LotAcreage	0.54	0.00
tblLandUse	LotAcreage	4.29	13.43

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	0.08	0.00
tblLandUse	LotAcreage	0.08	0.00
tblLandUse	LotAcreage	1.97	6.11
tblLandUse	LotAcreage	0.39	17.38
tblLandUse	LotAcreage	0.08	0.00
tblLandUse	LotAcreage	1.05	68.77
tblLandUse	LotAcreage	0.24	0.00
tblLandUse	LotAcreage	2.25	75.81
tblLandUse	LotAcreage	0.01	0.00
tblLandUse	Population	7,719.00	10,524.00
tblLandUse	Population	466.00	636.00
tblLandUse	Population	215.00	293.00
tblLandUse	Population	43.00	59.00
tblLandUse	Population	114.00	154.00
tblLandUse	Population	103.00	140.00
tblSolidWaste	SolidWasteGenerationRate	16.56	0.00
tblSolidWaste	SolidWasteGenerationRate	1,376.32	0.00
tblSolidWaste	SolidWasteGenerationRate	167.20	0.00
tblSolidWaste	SolidWasteGenerationRate	25.59	0.00
tblSolidWaste	SolidWasteGenerationRate	266.89	0.00
tblVehicleTrips	ST_TR	8.14	0.00
tblVehicleTrips	ST_TR	4.91	0.00
tblVehicleTrips	ST_TR	122.40	0.00
tblVehicleTrips	ST_TR	1.64	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	SU_TR	6.28	0.00
tblVehicleTrips	SU_TR	4.09	0.00
tblVehicleTrips	SU_TR	142.64	0.00
tblVehicleTrips	SU_TR	0.76	0.00

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	WD_TR	7.32	0.00
tblVehicleTrips	WD_TR	5.44	0.00
tblVehicleTrips	WD_TR	112.18	0.00
tblVehicleTrips	WD_TR	11.07	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblWater	IndoorWaterUseRate	2,345,544.92	0.00
tblWater	IndoorWaterUseRate	194,940,844.66	0.00
tblWater	IndoorWaterUseRate	4,264,648.66	0.00
tblWater	IndoorWaterUseRate	4,891,232.74	0.00
tblWater	IndoorWaterUseRate	18,827,753.51	0.00
tblWater	OutdoorWaterUseRate	1,478,713.10	0.00
tblWater	OutdoorWaterUseRate	122,897,489.02	0.00
tblWater	OutdoorWaterUseRate	272,211.62	0.00
tblWater	OutdoorWaterUseRate	2,997,852.33	0.00
tblWater	OutdoorWaterUseRate	11,539,590.86	0.00
tblWoodstoves	NumberCatalytic	1.80	0.00
tblWoodstoves	NumberCatalytic	149.60	0.00
tblWoodstoves	NumberNoncatalytic	1.80	0.00
tblWoodstoves	NumberNoncatalytic	149.60	0.00

2.0 Emissions Summary

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	39.1707	152.5836	209.8426	0.5356	62.5296	6.3235	68.8531	22.7396	5.8595	28.5991	0.0000	53,893.6854	53,893.6854	6.5914	1.8781	54,618.1290
Maximum	**39.1707**	**152.5836**	**209.8426**	**0.5356**	**62.5296**	**6.3235**	**68.8531**	**22.7396**	**5.8595**	**28.5991**	**0.0000**	**53,893.6854**	**53,893.6854**	**6.5914**	**1.8781**	**54,618.1290**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	29.2833	38.1467	221.6870	0.5356	46.6563	0.7431	47.3994	15.1737	0.7196	15.8933	0.0000	53,893.6854	53,893.6854	6.5914	1.8781	54,618.1290
Maximum	**29.2833**	**38.1467**	**221.6870**	**0.5356**	**46.6563**	**0.7431**	**47.3994**	**15.1737**	**0.7196**	**15.8933**	**0.0000**	**53,893.6854**	**53,893.6854**	**6.5914**	**1.8781**	**54,618.1290**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**25.24**	**75.00**	**-5.64**	**0.00**	**25.39**	**88.25**	**31.16**	**33.27**	**87.72**	**44.43**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	73.2561	2.8723	248.9658	0.0132		1.3855	1.3855		1.3855	1.3855	0.0000	449.8811	449.8811	0.4284	0.0000	460.5902
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**73.2561**	**2.8723**	**248.9658**	**0.0132**	**0.0000**	**1.3855**	**1.3855**	**0.0000**	**1.3855**	**1.3855**	**0.0000**	**449.8811**	**449.8811**	**0.4284**	**0.0000**	**460.5902**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	73.2561	2.8723	248.9658	0.0132		1.3855	1.3855		1.3855	1.3855	0.0000	449.8811	449.8811	0.4284	0.0000	460.5902
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**73.2561**	**2.8723**	**248.9658**	**0.0132**	**0.0000**	**1.3855**	**1.3855**	**0.0000**	**1.3855**	**1.3855**	**0.0000**	**449.8811**	**449.8811**	**0.4284**	**0.0000**	**460.5902**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	12/30/2022	5	260	
2	Site Preparation	Site Preparation	1/1/2022	12/30/2022	5	260	
3	Grading	Grading	1/1/2022	12/30/2022	5	260	
4	Building Construction	Building Construction	1/1/2022	12/30/2022	5	260	
5	Paving	Paving	1/1/2022	12/30/2022	5	260	
6	Architectural Coating	Architectural Coating	1/1/2022	12/30/2022	5	260	

Acres of Grading (Site Preparation Phase): 390

Acres of Grading (Grading Phase): 780

Acres of Paving: 0

Residential Indoor: 6,131,700; Residential Outdoor: 2,043,900; Non-Residential Indoor: 443,630; Non-Residential Outdoor: 147,877; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	2,276.00	372.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	455.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6392	25.7194	20.5941	0.0388		1.2427	1.2427		1.1553	1.1553		3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**2.6392**	**25.7194**	**20.5941**	**0.0388**		**1.2427**	**1.2427**		**1.1553**	**1.1553**		**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0556	0.0419	0.5428	1.4500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		147.7700	147.7700	4.2700e-003	4.0100e-003	149.0720
Total	**0.0556**	**0.0419**	**0.5428**	**1.4500e-003**	**0.1677**	**1.0700e-003**	**0.1687**	**0.0445**	**9.9000e-004**	**0.0455**		**147.7700**	**147.7700**	**4.2700e-003**	**4.0100e-003**	**149.0720**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4623	2.0032	23.2798	0.0388		0.0616	0.0616		0.0616	0.0616	0.0000	3,746.7812	3,746.7812	1.0524		3,773.0920
Total	**0.4623**	**2.0032**	**23.2798**	**0.0388**		**0.0616**	**0.0616**		**0.0616**	**0.0616**	**0.0000**	**3,746.7812**	**3,746.7812**	**1.0524**		**3,773.0920**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0556	0.0419	0.5428	1.4500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		147.7700	147.7700	4.2700e-003	4.0100e-003	149.0720
Total	**0.0556**	**0.0419**	**0.5428**	**1.4500e-003**	**0.1677**	**1.0700e-003**	**0.1687**	**0.0445**	**9.9000e-004**	**0.0455**		**147.7700**	**147.7700**	**4.2700e-003**	**4.0100e-003**	**149.0720**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.1701	33.0835	19.6978	0.0380		1.6126	1.6126		1.4836	1.4836		3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**3.1701**	**33.0835**	**19.6978**	**0.0380**	**19.6570**	**1.6126**	**21.2696**	**10.1025**	**1.4836**	**11.5860**		**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0667	0.0503	0.6514	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		177.3240	177.3240	5.1300e-003	4.8100e-003	178.8864
Total	**0.0667**	**0.0503**	**0.6514**	**1.7400e-003**	**0.2012**	**1.2900e-003**	**0.2025**	**0.0534**	**1.1900e-003**	**0.0546**		**177.3240**	**177.3240**	**5.1300e-003**	**4.8100e-003**	**178.8864**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.8457	0.0000	8.8457	4.5461	0.0000	4.5461			0.0000			0.0000
Off-Road	0.4656	2.0175	20.8690	0.0380		0.0621	0.0621		0.0621	0.0621	0.0000	3,686.0619	3,686.0619	1.1922		3,715.8655
Total	**0.4656**	**2.0175**	**20.8690**	**0.0380**	**8.8457**	**0.0621**	**8.9077**	**4.5461**	**0.0621**	**4.6082**	**0.0000**	**3,686.0619**	**3,686.0619**	**1.1922**		**3,715.8655**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0667	0.0503	0.6514	1.7400e-003	0.2012	1.2900e-003	0.2025	0.0534	1.1900e-003	0.0546		177.3240	177.3240	5.1300e-003	4.8100e-003	178.8864
Total	**0.0667**	**0.0503**	**0.6514**	**1.7400e-003**	**0.2012**	**1.2900e-003**	**0.2025**	**0.0534**	**1.1900e-003**	**0.0546**		**177.3240**	**177.3240**	**5.1300e-003**	**4.8100e-003**	**178.8864**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.2036	0.0000	9.2036	3.6538	0.0000	3.6538			0.0000			0.0000
Off-Road	3.6248	38.8435	29.0415	0.0621		1.6349	1.6349		1.5041	1.5041		6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**3.6248**	**38.8435**	**29.0415**	**0.0621**	**9.2036**	**1.6349**	**10.8385**	**3.6538**	**1.5041**	**5.1579**		**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0741	0.0558	0.7237	1.9400e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606		197.0266	197.0266	5.7000e-003	5.3500e-003	198.7627
Total	**0.0741**	**0.0558**	**0.7237**	**1.9400e-003**	**0.2236**	**1.4300e-003**	**0.2250**	**0.0593**	**1.3200e-003**	**0.0606**		**197.0266**	**197.0266**	**5.7000e-003**	**5.3500e-003**	**198.7627**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.1416	0.0000	4.1416	1.6442	0.0000	1.6442			0.0000			0.0000
Off-Road	0.7616	3.3000	32.9991	0.0621		0.1015	0.1015		0.1015	0.1015	0.0000	6,011.4105	6,011.4105	1.9442		6,060.0158
Total	**0.7616**	**3.3000**	**32.9991**	**0.0621**	**4.1416**	**0.1015**	**4.2432**	**1.6442**	**0.1015**	**1.7457**	**0.0000**	**6,011.4105**	**6,011.4105**	**1.9442**		**6,060.0158**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0741	0.0558	0.7237	1.9400e-003	0.2236	1.4300e-003	0.2250	0.0593	1.3200e-003	0.0606		197.0266	197.0266	5.7000e-003	5.3500e-003	198.7627
Total	**0.0741**	**0.0558**	**0.7237**	**1.9400e-003**	**0.2236**	**1.4300e-003**	**0.2250**	**0.0593**	**1.3200e-003**	**0.0606**		**197.0266**	**197.0266**	**5.7000e-003**	**5.3500e-003**	**198.7627**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.7233	18.9733	6.4637	0.0729	2.3828	0.1742	2.5570	0.6861	0.1667	0.8527		7,832.1129	7,832.1129	0.2608	1.1297	8,175.2691
Worker	8.4329	6.3546	82.3621	0.2204	25.4403	0.1631	25.6034	6.7469	0.1501	6.8970		22,421.6306	22,421.6306	0.6485	0.6086	22,619.1936
Total	**9.1561**	**25.3279**	**88.8258**	**0.2933**	**27.8231**	**0.3373**	**28.1604**	**7.4330**	**0.3168**	**7.7498**		**30,253.7435**	**30,253.7435**	**0.9093**	**1.7382**	**30,794.4627**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.5608	2.6936	17.6592	0.0269		0.1018	0.1018		0.1018	0.1018	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	**0.5608**	**2.6936**	**17.6592**	**0.0269**		**0.1018**	**0.1018**		**0.1018**	**0.1018**	**0.0000**	**2,554.3336**	**2,554.3336**	**0.6120**		**2,569.6322**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.7233	18.9733	6.4637	0.0729	2.3828	0.1742	2.5570	0.6861	0.1667	0.8527		7,832.1129	7,832.1129	0.2608	1.1297	8,175.2691
Worker	8.4329	6.3546	82.3621	0.2204	25.4403	0.1631	25.6034	6.7469	0.1501	6.8970		22,421.6306	22,421.6306	0.6485	0.6086	22,619.1936
Total	**9.1561**	**25.3279**	**88.8258**	**0.2933**	**27.8231**	**0.3373**	**28.1604**	**7.4330**	**0.3168**	**7.7498**		**30,253.7435**	**30,253.7435**	**0.9093**	**1.7382**	**30,794.4627**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1028	11.1249	14.5805	0.0228		0.5679	0.5679		0.5225	0.5225		2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.1028**	**11.1249**	**14.5805**	**0.0228**		**0.5679**	**0.5679**		**0.5225**	**0.5225**		**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0556	0.0419	0.5428	1.4500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		147.7700	147.7700	4.2700e-003	4.0100e-003	149.0720
Total	**0.0556**	**0.0419**	**0.5428**	**1.4500e-003**	**0.1677**	**1.0700e-003**	**0.1687**	**0.0445**	**9.9000e-004**	**0.0455**		**147.7700**	**147.7700**	**4.2700e-003**	**4.0100e-003**	**149.0720**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2805	1.2154	17.2957	0.0228		0.0374	0.0374		0.0374	0.0374	0.0000	2,207.6603	2,207.6603	0.7140		2,225.5104
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.2805**	**1.2154**	**17.2957**	**0.0228**		**0.0374**	**0.0374**		**0.0374**	**0.0374**	**0.0000**	**2,207.6603**	**2,207.6603**	**0.7140**		**2,225.5104**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0556	0.0419	0.5428	1.4500e-003	0.1677	1.0700e-003	0.1687	0.0445	9.9000e-004	0.0455		147.7700	147.7700	4.2700e-003	4.0100e-003	149.0720
Total	**0.0556**	**0.0419**	**0.5428**	**1.4500e-003**	**0.1677**	**1.0700e-003**	**0.1687**	**0.0445**	**9.9000e-004**	**0.0455**		**147.7700**	**147.7700**	**4.2700e-003**	**4.0100e-003**	**149.0720**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	15.6291					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	**15.8336**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**		**281.4481**	**281.4481**	**0.0183**		**281.9062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6858	1.2704	16.4652	0.0441	5.0858	0.0326	5.1184	1.3488	0.0300	1.3788		4,482.3559	4,482.3559	0.1297	0.1217	4,521.8511
Total	**1.6858**	**1.2704**	**16.4652**	**0.0441**	**5.0858**	**0.0326**	**5.1184**	**1.3488**	**0.0300**	**1.3788**		**4,482.3559**	**4,482.3559**	**0.1297**	**0.1217**	**4,521.8511**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	15.6291					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0297	0.1288	1.8324	2.9700e-003		3.9600e-003	3.9600e-003		3.9600e-003	3.9600e-003	0.0000	281.4481	281.4481	0.0183		281.9062
Total	**15.6588**	**0.1288**	**1.8324**	**2.9700e-003**		**3.9600e-003**	**3.9600e-003**		**3.9600e-003**	**3.9600e-003**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.9062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6858	1.2704	16.4652	0.0441	5.0858	0.0326	5.1184	1.3488	0.0300	1.3788		4,482.3559	4,482.3559	0.1297	0.1217	4,521.8511
Total	**1.6858**	**1.2704**	**16.4652**	**0.0441**	**5.0858**	**0.0326**	**5.1184**	**1.3488**	**0.0300**	**1.3788**		**4,482.3559**	**4,482.3559**	**0.1297**	**0.1217**	**4,521.8511**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Apartments Mid Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
High Turnover (Sit Down Restaurant)	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Office Park	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Strip Mall	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Office Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Office Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	73.2561	2.8723	248.9658	0.0132		1.3855	1.3855		1.3855	1.3855	0.0000	449.8811	449.8811	0.4284	0.0000	460.5902
Unmitigated	73.2561	2.8723	248.9658	0.0132		1.3855	1.3855		1.3855	1.3855	0.0000	449.8811	449.8811	0.4284	0.0000	460.5902

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	65.8103					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.4458	2.8723	248.9658	0.0132		1.3855	1.3855		1.3855	1.3855		449.8811	449.8811	0.4284		460.5902
Total	**73.2561**	**2.8723**	**248.9658**	**0.0132**		**1.3855**	**1.3855**		**1.3855**	**1.3855**	**0.0000**	**449.8811**	**449.8811**	**0.4284**	**0.0000**	**460.5902**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	65.8103					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	7.4458	2.8723	248.9658	0.0132		1.3855	1.3855		1.3855	1.3855		449.8811	449.8811	0.4284		460.5902
Total	**73.2561**	**2.8723**	**248.9658**	**0.0132**		**1.3855**	**1.3855**		**1.3855**	**1.3855**	**0.0000**	**449.8811**	**449.8811**	**0.4284**	**0.0000**	**460.5902**

7.0 Water Detail

7.1 Mitigation Measures Water

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

FFTOD Specific Plan: Construction

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	2,699.00	Dwelling Unit	45.00	2,699,000.00	10524
Strip Mall	250.56	1000sqft	0.00	250,559.33	0
Office Park	23.74	1000sqft	0.00	23,737.97	0
Apartments Mid Rise	163.00	Dwelling Unit	13.43	163,000.00	636
Strip Mall	3.62	1000sqft	0.00	3,623.80	0
High Turnover (Sit Down Restaurant)	3.62	1000sqft	0.00	3,623.80	0
Apartments Mid Rise	75.00	Dwelling Unit	6.11	75,000.00	293
Apartments Mid Rise	15.00	Dwelling Unit	17.38	15,000.00	59
Office Park	3.29	1000sqft	0.00	3,291.82	0
Apartments Mid Rise	40.00	Dwelling Unit	68.77	40,000.00	154
High Turnover (Sit Down Restaurant)	10.42	1000sqft	0.00	10,421.72	0
Apartments Low Rise	36.00	Dwelling Unit	75.81	36,000.00	140
Office Park	0.49	1000sqft	0.00	494.76	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Project Characteristics -

Land Use - Proposed land use types and acreages per SP and info on SF to LU. Maximum estimate of 25% of land uses constructed in a single year.

Construction Phase - During maximum development scenario year, all phases of construction could overlap in time throughout the Specific Plan area.

Off-road Equipment - Construction equipment from CalEEMod defaults.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading - Default acres graded.

Trips and VMT - Construction trips from CalEEMod defaults.

Architectural Coating -

Vehicle Trips - Construction-only emissions estimates. Operational values zeroed out.

Woodstoves - Construction-only emissions estimates. Operational values zeroed out.

Area Coating - Construction-only emissions estimates. Operational values zeroed out.

Energy Use - Construction-only emissions estimates. Operational values zeroed out.

Water And Wastewater - Construction-only emissions estimates. Operational values zeroed out.

Solid Waste - Construction-only emissions estimates. Operational values zeroed out.

Construction Off-road Equipment Mitigation - Assumes implementation of SCAQMD Rule 403 for fugitive dust control.

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	147876	0
tblAreaCoating	Area_Nonresidential_Interior	443629	0
tblAreaCoating	Area_Residential_Exterior	2043900	0
tblAreaCoating	Area_Residential_Interior	6131700	0
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	330.00	260.00
tblConstructionPhase	NumDays	4,650.00	260.00
tblConstructionPhase	NumDays	300.00	260.00

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstructionPhase	NumDays	465.00	260.00
tblConstructionPhase	NumDays	330.00	260.00
tblConstructionPhase	NumDays	180.00	260.00
tblConstructionPhase	PhaseEndDate	6/20/2029	12/30/2022
tblConstructionPhase	PhaseEndDate	12/9/2026	12/30/2022
tblConstructionPhase	PhaseEndDate	8/23/2006	12/30/2022
tblConstructionPhase	PhaseEndDate	2/11/2009	12/30/2022
tblConstructionPhase	PhaseEndDate	3/15/2028	12/30/2022
tblConstructionPhase	PhaseEndDate	5/2/2007	12/30/2022
tblConstructionPhase	PhaseStartDate	3/16/2028	1/1/2022
tblConstructionPhase	PhaseStartDate	2/12/2009	1/1/2022
tblConstructionPhase	PhaseStartDate	6/30/2005	1/1/2022
tblConstructionPhase	PhaseStartDate	5/3/2007	1/1/2022
tblConstructionPhase	PhaseStartDate	12/10/2026	1/1/2022
tblConstructionPhase	PhaseStartDate	8/24/2006	1/1/2022
tblEnergyUse	LightingElect	810.36	0.00
tblEnergyUse	LightingElect	741.44	0.00
tblEnergyUse	LightingElect	7.87	0.00
tblEnergyUse	LightingElect	3.74	0.00
tblEnergyUse	LightingElect	6.26	0.00
tblEnergyUse	NT24E	3,172.76	0.00
tblEnergyUse	NT24E	3,054.10	0.00
tblEnergyUse	NT24E	28.16	0.00
tblEnergyUse	NT24E	4.79	0.00
tblEnergyUse	NT24E	3.23	0.00
tblEnergyUse	NT24NG	4,831.00	0.00
tblEnergyUse	NT24NG	4,831.00	0.00
tblEnergyUse	NT24NG	187.78	0.00
tblEnergyUse	NT24NG	0.19	0.00

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblEnergyUse	NT24NG	0.49	0.00
tblEnergyUse	T24E	28.76	0.00
tblEnergyUse	T24E	35.05	0.00
tblEnergyUse	T24E	7.24	0.00
tblEnergyUse	T24E	5.01	0.00
tblEnergyUse	T24E	3.58	0.00
tblEnergyUse	T24NG	8,848.67	0.00
tblEnergyUse	T24NG	4,179.80	0.00
tblEnergyUse	T24NG	42.55	0.00
tblEnergyUse	T24NG	9.50	0.00
tblEnergyUse	T24NG	1.14	0.00
tblFireplaces	NumberGas	30.60	0.00
tblFireplaces	NumberGas	2,543.20	0.00
tblFireplaces	NumberWood	1.80	0.00
tblFireplaces	NumberWood	149.60	0.00
tblLandUse	LandUseSquareFeet	250,559.00	250,559.33
tblLandUse	LandUseSquareFeet	23,738.00	23,737.97
tblLandUse	LandUseSquareFeet	10,421.70	10,421.72
tblLandUse	LotAcreage	71.03	45.00
tblLandUse	LotAcreage	5.75	0.00
tblLandUse	LotAcreage	0.54	0.00
tblLandUse	LotAcreage	4.29	13.43
tblLandUse	LotAcreage	0.08	0.00
tblLandUse	LotAcreage	0.08	0.00
tblLandUse	LotAcreage	1.97	6.11
tblLandUse	LotAcreage	0.39	17.38
tblLandUse	LotAcreage	0.08	0.00
tblLandUse	LotAcreage	1.05	68.77
tblLandUse	LotAcreage	0.24	0.00

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	2.25	75.81
tblLandUse	LotAcreage	0.01	0.00
tblLandUse	Population	7,719.00	10,524.00
tblLandUse	Population	466.00	636.00
tblLandUse	Population	215.00	293.00
tblLandUse	Population	43.00	59.00
tblLandUse	Population	114.00	154.00
tblLandUse	Population	103.00	140.00
tblSolidWaste	SolidWasteGenerationRate	16.56	0.00
tblSolidWaste	SolidWasteGenerationRate	1,376.32	0.00
tblSolidWaste	SolidWasteGenerationRate	167.20	0.00
tblSolidWaste	SolidWasteGenerationRate	25.59	0.00
tblSolidWaste	SolidWasteGenerationRate	266.89	0.00
tblVehicleTrips	ST_TR	8.14	0.00
tblVehicleTrips	ST_TR	4.91	0.00
tblVehicleTrips	ST_TR	122.40	0.00
tblVehicleTrips	ST_TR	1.64	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	SU_TR	6.28	0.00
tblVehicleTrips	SU_TR	4.09	0.00
tblVehicleTrips	SU_TR	142.64	0.00
tblVehicleTrips	SU_TR	0.76	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	WD_TR	7.32	0.00
tblVehicleTrips	WD_TR	5.44	0.00
tblVehicleTrips	WD_TR	112.18	0.00
tblVehicleTrips	WD_TR	11.07	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblWater	IndoorWaterUseRate	2,345,544.92	0.00

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblWater	IndoorWaterUseRate	194,940,844.66	0.00
tblWater	IndoorWaterUseRate	4,264,648.66	0.00
tblWater	IndoorWaterUseRate	4,891,232.74	0.00
tblWater	IndoorWaterUseRate	18,827,753.51	0.00
tblWater	OutdoorWaterUseRate	1,478,713.10	0.00
tblWater	OutdoorWaterUseRate	122,897,489.02	0.00
tblWater	OutdoorWaterUseRate	272,211.62	0.00
tblWater	OutdoorWaterUseRate	2,997,852.33	0.00
tblWater	OutdoorWaterUseRate	11,539,590.86	0.00
tblWoodstoves	NumberCatalytic	1.80	0.00
tblWoodstoves	NumberCatalytic	149.60	0.00
tblWoodstoves	NumberNoncatalytic	1.80	0.00
tblWoodstoves	NumberNoncatalytic	149.60	0.00

2.0 Emissions Summary

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	13.8038	19.8791	27.6052	0.0702	8.0439	0.8220	8.8659	2.9353	0.7617	3.6970	0.0000	6,404.3562	6,404.3562	0.7775	0.2228	6,490.1980
Maximum	**13.8038**	**19.8791**	**27.6052**	**0.0702**	**8.0439**	**0.8220**	**8.8659**	**2.9353**	**0.7617**	**3.6970**	**0.0000**	**6,404.3562**	**6,404.3562**	**0.7775**	**0.2228**	**6,490.1980**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	13.8038	19.8791	27.6052	0.0702	5.9804	0.8220	6.8024	1.9517	0.7617	2.7134	0.0000	6,404.3537	6,404.3537	0.7775	0.2228	6,490.1954
Maximum	**13.8038**	**19.8791**	**27.6052**	**0.0702**	**5.9804**	**0.8220**	**6.8024**	**1.9517**	**0.7617**	**2.7134**	**0.0000**	**6,404.3537**	**6,404.3537**	**0.7775**	**0.2228**	**6,490.1954**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**25.65**	**0.00**	**23.27**	**33.51**	**0.00**	**26.60**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
67	**12-30-2021**	**3-29-2022**	8.1571	8.1571
68	**3-30-2022**	**6-29-2022**	8.4581	8.4581
69	**6-30-2022**	**9-29-2022**	8.4566	8.4566
		Highest	8.4581	8.4581

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	12.9411	0.3590	31.1207	1.6500e-003		0.1732	0.1732		0.1732	0.1732	0.0000	51.0157	51.0157	0.0486	0.0000	52.2301
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**12.9411**	**0.3590**	**31.1207**	**1.6500e-003**	**0.0000**	**0.1732**	**0.1732**	**0.0000**	**0.1732**	**0.1732**	**0.0000**	**51.0157**	**51.0157**	**0.0486**	**0.0000**	**52.2301**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	12.9411	0.3590	31.1207	1.6500e-003		0.1732	0.1732		0.1732	0.1732	0.0000	51.0157	51.0157	0.0486	0.0000	52.2301
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**12.9411**	**0.3590**	**31.1207**	**1.6500e-003**	**0.0000**	**0.1732**	**0.1732**	**0.0000**	**0.1732**	**0.1732**	**0.0000**	**51.0157**	**51.0157**	**0.0486**	**0.0000**	**52.2301**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	12/30/2022	5	260	
2	Site Preparation	Site Preparation	1/1/2022	12/30/2022	5	260	
3	Grading	Grading	1/1/2022	12/30/2022	5	260	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Building Construction	Building Construction	1/1/2022	12/30/2022	5	260	
5	Paving	Paving	1/1/2022	12/30/2022	5	260	
6	Architectural Coating	Architectural Coating	1/1/2022	12/30/2022	5	260	

Acres of Grading (Site Preparation Phase): 390

Acres of Grading (Grading Phase): 780

Acres of Paving: 0

Residential Indoor: 6,131,700; Residential Outdoor: 2,043,900; Non-Residential Indoor: 443,630; Non-Residential Outdoor: 147,877; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37

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Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	2,276.00	372.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	455.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3431	3.3435	2.6772	5.0500e-003		0.1615	0.1615		0.1502	0.1502	0.0000	441.8730	441.8730	0.1241	0.0000	444.9759
Total	**0.3431**	**3.3435**	**2.6772**	**5.0500e-003**		**0.1615**	**0.1615**		**0.1502**	**0.1502**	**0.0000**	**441.8730**	**441.8730**	**0.1241**	**0.0000**	**444.9759**

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3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6800e-003	5.5700e-003	0.0724	1.9000e-004	0.0214	1.4000e-004	0.0215	5.6800e-003	1.3000e-004	5.8000e-003	0.0000	17.6879	17.6879	5.0000e-004	4.8000e-004	17.8436
Total	**6.6800e-003**	**5.5700e-003**	**0.0724**	**1.9000e-004**	**0.0214**	**1.4000e-004**	**0.0215**	**5.6800e-003**	**1.3000e-004**	**5.8000e-003**	**0.0000**	**17.6879**	**17.6879**	**5.0000e-004**	**4.8000e-004**	**17.8436**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3431	3.3435	2.6772	5.0500e-003		0.1615	0.1615		0.1502	0.1502	0.0000	441.8724	441.8724	0.1241	0.0000	444.9754
Total	**0.3431**	**3.3435**	**2.6772**	**5.0500e-003**		**0.1615**	**0.1615**		**0.1502**	**0.1502**	**0.0000**	**441.8724**	**441.8724**	**0.1241**	**0.0000**	**444.9754**

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3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6800e-003	5.5700e-003	0.0724	1.9000e-004	0.0214	1.4000e-004	0.0215	5.6800e-003	1.3000e-004	5.8000e-003	0.0000	17.6879	17.6879	5.0000e-004	4.8000e-004	17.8436
Total	**6.6800e-003**	**5.5700e-003**	**0.0724**	**1.9000e-004**	**0.0214**	**1.4000e-004**	**0.0215**	**5.6800e-003**	**1.3000e-004**	**5.8000e-003**	**0.0000**	**17.6879**	**17.6879**	**5.0000e-004**	**4.8000e-004**	**17.8436**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.5554	0.0000	2.5554	1.3133	0.0000	1.3133	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4121	4.3009	2.5607	4.9500e-003		0.2096	0.2096		0.1929	0.1929	0.0000	434.7121	434.7121	0.1406	0.0000	438.2270
Total	**0.4121**	**4.3009**	**2.5607**	**4.9500e-003**	**2.5554**	**0.2096**	**2.7650**	**1.3133**	**0.1929**	**1.5062**	**0.0000**	**434.7121**	**434.7121**	**0.1406**	**0.0000**	**438.2270**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0200e-003	6.6800e-003	0.0869	2.3000e-004	0.0256	1.7000e-004	0.0258	6.8100e-003	1.5000e-004	6.9600e-003	0.0000	21.2254	21.2254	6.1000e-004	5.8000e-004	21.4123
Total	**8.0200e-003**	**6.6800e-003**	**0.0869**	**2.3000e-004**	**0.0256**	**1.7000e-004**	**0.0258**	**6.8100e-003**	**1.5000e-004**	**6.9600e-003**	**0.0000**	**21.2254**	**21.2254**	**6.1000e-004**	**5.8000e-004**	**21.4123**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.1499	0.0000	1.1499	0.5910	0.0000	0.5910	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4121	4.3009	2.5607	4.9500e-003		0.2096	0.2096		0.1929	0.1929	0.0000	434.7116	434.7116	0.1406	0.0000	438.2264
Total	**0.4121**	**4.3009**	**2.5607**	**4.9500e-003**	**1.1499**	**0.2096**	**1.3596**	**0.5910**	**0.1929**	**0.7839**	**0.0000**	**434.7116**	**434.7116**	**0.1406**	**0.0000**	**438.2264**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0200e-003	6.6800e-003	0.0869	2.3000e-004	0.0256	1.7000e-004	0.0258	6.8100e-003	1.5000e-004	6.9600e-003	0.0000	21.2254	21.2254	6.1000e-004	5.8000e-004	21.4123
Total	**8.0200e-003**	**6.6800e-003**	**0.0869**	**2.3000e-004**	**0.0256**	**1.7000e-004**	**0.0258**	**6.8100e-003**	**1.5000e-004**	**6.9600e-003**	**0.0000**	**21.2254**	**21.2254**	**6.1000e-004**	**5.8000e-004**	**21.4123**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.1965	0.0000	1.1965	0.4750	0.0000	0.4750	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4712	5.0497	3.7754	8.0700e-003		0.2125	0.2125		0.1955	0.1955	0.0000	708.9498	708.9498	0.2293	0.0000	714.6820
Total	**0.4712**	**5.0497**	**3.7754**	**8.0700e-003**	**1.1965**	**0.2125**	**1.4090**	**0.4750**	**0.1955**	**0.6705**	**0.0000**	**708.9498**	**708.9498**	**0.2293**	**0.0000**	**714.6820**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.9100e-003	7.4200e-003	0.0965	2.6000e-004	0.0285	1.9000e-004	0.0287	7.5700e-003	1.7000e-004	7.7400e-003	0.0000	23.5838	23.5838	6.7000e-004	6.4000e-004	23.7915
Total	**8.9100e-003**	**7.4200e-003**	**0.0965**	**2.6000e-004**	**0.0285**	**1.9000e-004**	**0.0287**	**7.5700e-003**	**1.7000e-004**	**7.7400e-003**	**0.0000**	**23.5838**	**23.5838**	**6.7000e-004**	**6.4000e-004**	**23.7915**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5384	0.0000	0.5384	0.2137	0.0000	0.2137	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4712	5.0497	3.7754	8.0700e-003		0.2125	0.2125		0.1955	0.1955	0.0000	708.9490	708.9490	0.2293	0.0000	714.6812
Total	**0.4712**	**5.0497**	**3.7754**	**8.0700e-003**	**0.5384**	**0.2125**	**0.7510**	**0.2137**	**0.1955**	**0.4093**	**0.0000**	**708.9490**	**708.9490**	**0.2293**	**0.0000**	**714.6812**

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3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.9100e-003	7.4200e-003	0.0965	2.6000e-004	0.0285	1.9000e-004	0.0287	7.5700e-003	1.7000e-004	7.7400e-003	0.0000	23.5838	23.5838	6.7000e-004	6.4000e-004	23.7915
Total	**8.9100e-003**	**7.4200e-003**	**0.0965**	**2.6000e-004**	**0.0285**	**1.9000e-004**	**0.0287**	**7.5700e-003**	**1.7000e-004**	**7.7400e-003**	**0.0000**	**23.5838**	**23.5838**	**6.7000e-004**	**6.4000e-004**	**23.7915**

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2428	301.2428	0.0722	0.0000	303.0471
Total	**0.2218**	**2.0300**	**2.1272**	**3.5000e-003**		**0.1052**	**0.1052**		**0.0990**	**0.0990**	**0.0000**	**301.2428**	**301.2428**	**0.0722**	**0.0000**	**303.0471**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0944	2.4868	0.8248	9.4700e-003	0.3048	0.0226	0.3274	0.0880	0.0216	0.1096	0.0000	923.4726	923.4726	0.0308	0.1332	963.9394
Worker	1.0139	0.8448	10.9845	0.0291	3.2423	0.0212	3.2635	0.8611	0.0195	0.8807	0.0000	2,683.8386	2,683.8386	0.0765	0.0729	2,707.4699
Total	**1.1083**	**3.3316**	**11.8093**	**0.0386**	**3.5470**	**0.0438**	**3.5908**	**0.9491**	**0.0411**	**0.9903**	**0.0000**	**3,607.3112**	**3,607.3112**	**0.1074**	**0.2061**	**3,671.4093**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2425	301.2425	0.0722	0.0000	303.0467
Total	**0.2218**	**2.0300**	**2.1272**	**3.5000e-003**		**0.1052**	**0.1052**		**0.0990**	**0.0990**	**0.0000**	**301.2425**	**301.2425**	**0.0722**	**0.0000**	**303.0467**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0944	2.4868	0.8248	9.4700e-003	0.3048	0.0226	0.3274	0.0880	0.0216	0.1096	0.0000	923.4726	923.4726	0.0308	0.1332	963.9394
Worker	1.0139	0.8448	10.9845	0.0291	3.2423	0.0212	3.2635	0.8611	0.0195	0.8807	0.0000	2,683.8386	2,683.8386	0.0765	0.0729	2,707.4699
Total	**1.1083**	**3.3316**	**11.8093**	**0.0386**	**3.5470**	**0.0438**	**3.5908**	**0.9491**	**0.0411**	**0.9903**	**0.0000**	**3,607.3112**	**3,607.3112**	**0.1074**	**0.2061**	**3,671.4093**

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1434	1.4462	1.8955	2.9600e-003		0.0738	0.0738		0.0679	0.0679	0.0000	260.3583	260.3583	0.0842	0.0000	262.4634
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1434**	**1.4462**	**1.8955**	**2.9600e-003**		**0.0738**	**0.0738**		**0.0679**	**0.0679**	**0.0000**	**260.3583**	**260.3583**	**0.0842**	**0.0000**	**262.4634**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6800e-003	5.5700e-003	0.0724	1.9000e-004	0.0214	1.4000e-004	0.0215	5.6800e-003	1.3000e-004	5.8000e-003	0.0000	17.6879	17.6879	5.0000e-004	4.8000e-004	17.8436
Total	**6.6800e-003**	**5.5700e-003**	**0.0724**	**1.9000e-004**	**0.0214**	**1.4000e-004**	**0.0215**	**5.6800e-003**	**1.3000e-004**	**5.8000e-003**	**0.0000**	**17.6879**	**17.6879**	**5.0000e-004**	**4.8000e-004**	**17.8436**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1434	1.4462	1.8955	2.9600e-003		0.0738	0.0738		0.0679	0.0679	0.0000	260.3579	260.3579	0.0842	0.0000	262.4631
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1434**	**1.4462**	**1.8955**	**2.9600e-003**		**0.0738**	**0.0738**		**0.0679**	**0.0679**	**0.0000**	**260.3579**	**260.3579**	**0.0842**	**0.0000**	**262.4631**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6800e-003	5.5700e-003	0.0724	1.9000e-004	0.0214	1.4000e-004	0.0215	5.6800e-003	1.3000e-004	5.8000e-003	0.0000	17.6879	17.6879	5.0000e-004	4.8000e-004	17.8436
Total	**6.6800e-003**	**5.5700e-003**	**0.0724**	**1.9000e-004**	**0.0214**	**1.4000e-004**	**0.0215**	**5.6800e-003**	**1.3000e-004**	**5.8000e-003**	**0.0000**	**17.6879**	**17.6879**	**5.0000e-004**	**4.8000e-004**	**17.8436**

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	10.8443					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0266	0.1831	0.2358	3.9000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	33.1923	33.1923	2.1600e-003	0.0000	33.2463
Total	**10.8709**	**0.1831**	**0.2358**	**3.9000e-004**		**0.0106**	**0.0106**		**0.0106**	**0.0106**	**0.0000**	**33.1923**	**33.1923**	**2.1600e-003**	**0.0000**	**33.2463**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2027	0.1689	2.1959	5.8100e-003	0.6482	4.2400e-003	0.6524	0.1722	3.9000e-003	0.1761	0.0000	536.5319	536.5319	0.0153	0.0146	541.2561
Total	**0.2027**	**0.1689**	**2.1959**	**5.8100e-003**	**0.6482**	**4.2400e-003**	**0.6524**	**0.1722**	**3.9000e-003**	**0.1761**	**0.0000**	**536.5319**	**536.5319**	**0.0153**	**0.0146**	**541.2561**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	10.8443					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0266	0.1831	0.2358	3.9000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	33.1923	33.1923	2.1600e-003	0.0000	33.2463
Total	**10.8709**	**0.1831**	**0.2358**	**3.9000e-004**		**0.0106**	**0.0106**		**0.0106**	**0.0106**	**0.0000**	**33.1923**	**33.1923**	**2.1600e-003**	**0.0000**	**33.2463**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2027	0.1689	2.1959	5.8100e-003	0.6482	4.2400e-003	0.6524	0.1722	3.9000e-003	0.1761	0.0000	536.5319	536.5319	0.0153	0.0146	541.2561
Total	**0.2027**	**0.1689**	**2.1959**	**5.8100e-003**	**0.6482**	**4.2400e-003**	**0.6524**	**0.1722**	**3.9000e-003**	**0.1761**	**0.0000**	**536.5319**	**536.5319**	**0.0153**	**0.0146**	**541.2561**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Apartments Mid Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
High Turnover (Sit Down Restaurant)	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Office Park	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Strip Mall	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Office Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Office Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000
Office Park	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000
Office Park	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	12.9411	0.3590	31.1207	1.6500e-003		0.1732	0.1732		0.1732	0.1732	0.0000	51.0157	51.0157	0.0486	0.0000	52.2301
Unmitigated	12.9411	0.3590	31.1207	1.6500e-003		0.1732	0.1732		0.1732	0.1732	0.0000	51.0157	51.0157	0.0486	0.0000	52.2301

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	12.0104					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.9307	0.3590	31.1207	1.6500e-003		0.1732	0.1732		0.1732	0.1732	0.0000	51.0157	51.0157	0.0486	0.0000	52.2301
Total	**12.9411**	**0.3590**	**31.1207**	**1.6500e-003**		**0.1732**	**0.1732**		**0.1732**	**0.1732**	**0.0000**	**51.0157**	**51.0157**	**0.0486**	**0.0000**	**52.2301**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	12.0104					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.9307	0.3590	31.1207	1.6500e-003		0.1732	0.1732		0.1732	0.1732	0.0000	51.0157	51.0157	0.0486	0.0000	52.2301
Total	**12.9411**	**0.3590**	**31.1207**	**1.6500e-003**		**0.1732**	**0.1732**		**0.1732**	**0.1732**	**0.0000**	**51.0157**	**51.0157**	**0.0486**	**0.0000**	**52.2301**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	0 / 0	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0 / 0	0.0000	0.0000	0.0000	0.0000
Office Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	0 / 0	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0 / 0	0.0000	0.0000	0.0000	0.0000
Office Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000
Office Park	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000
Office Park	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

FFTOD Specific Plan: Construction - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

FFTOD Specific Plan: Construction - Mitigated

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	2,699.00	Dwelling Unit	45.00	2,699,000.00	10524
Strip Mall	250.56	1000sqft	0.00	250,559.33	0
Office Park	23.74	1000sqft	0.00	23,737.97	0
Apartments Mid Rise	163.00	Dwelling Unit	13.43	163,000.00	636
Strip Mall	3.62	1000sqft	0.00	3,623.80	0
High Turnover (Sit Down Restaurant)	3.62	1000sqft	0.00	3,623.80	0
Apartments Mid Rise	75.00	Dwelling Unit	6.11	75,000.00	293
Apartments Mid Rise	15.00	Dwelling Unit	17.38	15,000.00	59
Office Park	3.29	1000sqft	0.00	3,291.82	0
Apartments Mid Rise	40.00	Dwelling Unit	68.77	40,000.00	154
High Turnover (Sit Down Restaurant)	10.42	1000sqft	0.00	10,421.72	0
Apartments Low Rise	36.00	Dwelling Unit	75.81	36,000.00	140
Office Park	0.49	1000sqft	0.00	494.76	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Project Characteristics -

Land Use - Proposed land use types and acreages per SP and info on SF to LU. Maximum estimate of 25% of land uses constructed in a single year.

Construction Phase - During maximum development scenario year, all phases of construction could overlap in time throughout the Specific Plan area.

Off-road Equipment - Construction equipment from CalEEMod defaults.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Grading - Default acres graded.

Trips and VMT - Construction trips from CalEEMod defaults.

Architectural Coating - Use of super-compliant VOC paints as mitigation (<10 g/L).

Vehicle Trips - Construction-only emissions estimates. Operational values zeroed out.

Woodstoves - Construction-only emissions estimates. Operational values zeroed out.

Area Coating - Construction-only emissions estimates. Operational values zeroed out.

Energy Use - Construction-only emissions estimates. Operational values zeroed out.

Water And Wastewater - Construction-only emissions estimates. Operational values zeroed out.

Solid Waste - Construction-only emissions estimates. Operational values zeroed out.

Construction Off-road Equipment Mitigation - Assumes implementation of SCAQMD Rule 403 for fugitive dust control. Mitigation to include Tier 4 final engines for equipment engines >50 hp.

Area Mitigation - Use of super compliant VOC paint (10 g/L) during construction.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	10.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	10.00
tblArchitecturalCoating	EF_Residential_Exterior	50.00	10.00
tblArchitecturalCoating	EF_Residential_Interior	50.00	10.00
tblAreaCoating	Area_Nonresidential_Exterior	147876	0
tblAreaCoating	Area_Nonresidential_Interior	443629	0
tblAreaCoating	Area_Residential_Exterior	2043900	0

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblAreaCoating	Area_Residential_Interior	6131700	0
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	100	10
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	10
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	10
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	10
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	6.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	330.00	260.00
tblConstructionPhase	NumDays	4,650.00	260.00
tblConstructionPhase	NumDays	300.00	260.00
tblConstructionPhase	NumDays	465.00	260.00
tblConstructionPhase	NumDays	330.00	260.00
tblConstructionPhase	NumDays	180.00	260.00
tblConstructionPhase	PhaseEndDate	6/20/2029	12/30/2022
tblConstructionPhase	PhaseEndDate	12/9/2026	12/30/2022
tblConstructionPhase	PhaseEndDate	8/23/2006	12/30/2022
tblConstructionPhase	PhaseEndDate	2/11/2009	12/30/2022
tblConstructionPhase	PhaseEndDate	3/15/2028	12/30/2022
tblConstructionPhase	PhaseEndDate	5/2/2007	12/30/2022
tblConstructionPhase	PhaseStartDate	3/16/2028	1/1/2022
tblConstructionPhase	PhaseStartDate	2/12/2009	1/1/2022
tblConstructionPhase	PhaseStartDate	6/30/2005	1/1/2022
tblConstructionPhase	PhaseStartDate	5/3/2007	1/1/2022
tblConstructionPhase	PhaseStartDate	12/10/2026	1/1/2022
tblConstructionPhase	PhaseStartDate	8/24/2006	1/1/2022
tblEnergyUse	LightingElect	810.36	0.00
tblEnergyUse	LightingElect	741.44	0.00
tblEnergyUse	LightingElect	7.87	0.00
tblEnergyUse	LightingElect	3.74	0.00
tblEnergyUse	LightingElect	6.26	0.00
tblEnergyUse	NT24E	3,172.76	0.00
tblEnergyUse	NT24E	3,054.10	0.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblEnergyUse	NT24E	28.16	0.00
tblEnergyUse	NT24E	4.79	0.00
tblEnergyUse	NT24E	3.23	0.00
tblEnergyUse	NT24NG	4,831.00	0.00
tblEnergyUse	NT24NG	4,831.00	0.00
tblEnergyUse	NT24NG	187.78	0.00
tblEnergyUse	NT24NG	0.19	0.00
tblEnergyUse	NT24NG	0.49	0.00
tblEnergyUse	T24E	28.76	0.00
tblEnergyUse	T24E	35.05	0.00
tblEnergyUse	T24E	7.24	0.00
tblEnergyUse	T24E	5.01	0.00
tblEnergyUse	T24E	3.58	0.00
tblEnergyUse	T24NG	8,848.67	0.00
tblEnergyUse	T24NG	4,179.80	0.00
tblEnergyUse	T24NG	42.55	0.00
tblEnergyUse	T24NG	9.50	0.00
tblEnergyUse	T24NG	1.14	0.00
tblFireplaces	NumberGas	30.60	0.00
tblFireplaces	NumberGas	2,543.20	0.00
tblFireplaces	NumberWood	1.80	0.00
tblFireplaces	NumberWood	149.60	0.00
tblLandUse	LandUseSquareFeet	250,559.00	250,559.33
tblLandUse	LandUseSquareFeet	23,738.00	23,737.97
tblLandUse	LandUseSquareFeet	10,421.70	10,421.72
tblLandUse	LotAcreage	71.03	45.00
tblLandUse	LotAcreage	5.75	0.00
tblLandUse	LotAcreage	0.54	0.00
tblLandUse	LotAcreage	4.29	13.43

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LotAcreage	0.08	0.00
tblLandUse	LotAcreage	0.08	0.00
tblLandUse	LotAcreage	1.97	6.11
tblLandUse	LotAcreage	0.39	17.38
tblLandUse	LotAcreage	0.08	0.00
tblLandUse	LotAcreage	1.05	68.77
tblLandUse	LotAcreage	0.24	0.00
tblLandUse	LotAcreage	2.25	75.81
tblLandUse	LotAcreage	0.01	0.00
tblLandUse	Population	7,719.00	10,524.00
tblLandUse	Population	466.00	636.00
tblLandUse	Population	215.00	293.00
tblLandUse	Population	43.00	59.00
tblLandUse	Population	114.00	154.00
tblLandUse	Population	103.00	140.00
tblSolidWaste	SolidWasteGenerationRate	16.56	0.00
tblSolidWaste	SolidWasteGenerationRate	1,376.32	0.00
tblSolidWaste	SolidWasteGenerationRate	167.20	0.00
tblSolidWaste	SolidWasteGenerationRate	25.59	0.00
tblSolidWaste	SolidWasteGenerationRate	266.89	0.00
tblVehicleTrips	ST_TR	8.14	0.00
tblVehicleTrips	ST_TR	4.91	0.00
tblVehicleTrips	ST_TR	122.40	0.00
tblVehicleTrips	ST_TR	1.64	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	SU_TR	6.28	0.00
tblVehicleTrips	SU_TR	4.09	0.00
tblVehicleTrips	SU_TR	142.64	0.00
tblVehicleTrips	SU_TR	0.76	0.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	WD_TR	7.32	0.00
tblVehicleTrips	WD_TR	5.44	0.00
tblVehicleTrips	WD_TR	112.18	0.00
tblVehicleTrips	WD_TR	11.07	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblWater	IndoorWaterUseRate	2,345,544.92	0.00
tblWater	IndoorWaterUseRate	194,940,844.66	0.00
tblWater	IndoorWaterUseRate	4,264,648.66	0.00
tblWater	IndoorWaterUseRate	4,891,232.74	0.00
tblWater	IndoorWaterUseRate	18,827,753.51	0.00
tblWater	OutdoorWaterUseRate	1,478,713.10	0.00
tblWater	OutdoorWaterUseRate	122,897,489.02	0.00
tblWater	OutdoorWaterUseRate	272,211.62	0.00
tblWater	OutdoorWaterUseRate	2,997,852.33	0.00
tblWater	OutdoorWaterUseRate	11,539,590.86	0.00
tblWoodstoves	NumberCatalytic	1.80	0.00
tblWoodstoves	NumberCatalytic	149.60	0.00
tblWoodstoves	NumberNoncatalytic	1.80	0.00
tblWoodstoves	NumberNoncatalytic	149.60	0.00

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	4.9913	19.8791	27.6052	0.0702	8.0439	0.8220	8.8659	2.9353	0.7617	3.6970	0.0000	6,404.3562	6,404.3562	0.7775	0.2228	6,490.1980
Maximum	**4.9913**	**19.8791**	**27.6052**	**0.0702**	**8.0439**	**0.8220**	**8.8659**	**2.9353**	**0.7617**	**3.6970**	**0.0000**	**6,404.3562**	**6,404.3562**	**0.7775**	**0.2228**	**6,490.1980**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	3.7059	5.0023	29.1450	0.0702	5.9804	0.0966	6.0770	1.9517	0.0935	2.0452	0.0000	6,404.3537	6,404.3537	0.7775	0.2228	6,490.1954
Maximum	**3.7059**	**5.0023**	**29.1450**	**0.0702**	**5.9804**	**0.0966**	**6.0770**	**1.9517**	**0.0935**	**2.0452**	**0.0000**	**6,404.3537**	**6,404.3537**	**0.7775**	**0.2228**	**6,490.1954**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**25.75**	**74.84**	**-5.58**	**0.00**	**25.65**	**88.25**	**31.46**	**33.51**	**87.72**	**44.68**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
67	**12-30-2021**	**3-29-2022**	6.0266	2.1192
68	**3-30-2022**	**6-29-2022**	6.2308	2.1459
69	**6-30-2022**	**9-29-2022**	6.2293	2.1443
		Highest	6.2308	2.1459

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	12.9411	0.3590	31.1207	1.6500e-003		0.1732	0.1732		0.1732	0.1732	0.0000	51.0157	51.0157	0.0486	0.0000	52.2301
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**12.9411**	**0.3590**	**31.1207**	**1.6500e-003**	**0.0000**	**0.1732**	**0.1732**	**0.0000**	**0.1732**	**0.1732**	**0.0000**	**51.0157**	**51.0157**	**0.0486**	**0.0000**	**52.2301**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	12.9411	0.3590	31.1207	1.6500e-003		0.1732	0.1732		0.1732	0.1732	0.0000	51.0157	51.0157	0.0486	0.0000	52.2301
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**12.9411**	**0.3590**	**31.1207**	**1.6500e-003**	**0.0000**	**0.1732**	**0.1732**	**0.0000**	**0.1732**	**0.1732**	**0.0000**	**51.0157**	**51.0157**	**0.0486**	**0.0000**	**52.2301**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	12/30/2022	5	260	
2	Site Preparation	Site Preparation	1/1/2022	12/30/2022	5	260	
3	Grading	Grading	1/1/2022	12/30/2022	5	260	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Building Construction	Building Construction	1/1/2022	12/30/2022	5	260	
5	Paving	Paving	1/1/2022	12/30/2022	5	260	
6	Architectural Coating	Architectural Coating	1/1/2022	12/30/2022	5	260	

Acres of Grading (Site Preparation Phase): 390

Acres of Grading (Grading Phase): 780

Acres of Paving: 0

Residential Indoor: 6,131,700; Residential Outdoor: 2,043,900; Non-Residential Indoor: 443,630; Non-Residential Outdoor: 147,877; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	3	8.00	158	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37

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Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	2,276.00	372.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	455.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3431	3.3435	2.6772	5.0500e-003		0.1615	0.1615		0.1502	0.1502	0.0000	441.8730	441.8730	0.1241	0.0000	444.9759
Total	**0.3431**	**3.3435**	**2.6772**	**5.0500e-003**		**0.1615**	**0.1615**		**0.1502**	**0.1502**	**0.0000**	**441.8730**	**441.8730**	**0.1241**	**0.0000**	**444.9759**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6800e-003	5.5700e-003	0.0724	1.9000e-004	0.0214	1.4000e-004	0.0215	5.6800e-003	1.3000e-004	5.8000e-003	0.0000	17.6879	17.6879	5.0000e-004	4.8000e-004	17.8436
Total	**6.6800e-003**	**5.5700e-003**	**0.0724**	**1.9000e-004**	**0.0214**	**1.4000e-004**	**0.0215**	**5.6800e-003**	**1.3000e-004**	**5.8000e-003**	**0.0000**	**17.6879**	**17.6879**	**5.0000e-004**	**4.8000e-004**	**17.8436**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0601	0.2604	3.0264	5.0500e-003		8.0100e-003	8.0100e-003		8.0100e-003	8.0100e-003	0.0000	441.8724	441.8724	0.1241	0.0000	444.9754
Total	**0.0601**	**0.2604**	**3.0264**	**5.0500e-003**		**8.0100e-003**	**8.0100e-003**		**8.0100e-003**	**8.0100e-003**	**0.0000**	**441.8724**	**441.8724**	**0.1241**	**0.0000**	**444.9754**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6800e-003	5.5700e-003	0.0724	1.9000e-004	0.0214	1.4000e-004	0.0215	5.6800e-003	1.3000e-004	5.8000e-003	0.0000	17.6879	17.6879	5.0000e-004	4.8000e-004	17.8436
Total	**6.6800e-003**	**5.5700e-003**	**0.0724**	**1.9000e-004**	**0.0214**	**1.4000e-004**	**0.0215**	**5.6800e-003**	**1.3000e-004**	**5.8000e-003**	**0.0000**	**17.6879**	**17.6879**	**5.0000e-004**	**4.8000e-004**	**17.8436**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.5554	0.0000	2.5554	1.3133	0.0000	1.3133	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4121	4.3009	2.5607	4.9500e-003		0.2096	0.2096		0.1929	0.1929	0.0000	434.7121	434.7121	0.1406	0.0000	438.2270
Total	**0.4121**	**4.3009**	**2.5607**	**4.9500e-003**	**2.5554**	**0.2096**	**2.7650**	**1.3133**	**0.1929**	**1.5062**	**0.0000**	**434.7121**	**434.7121**	**0.1406**	**0.0000**	**438.2270**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0200e-003	6.6800e-003	0.0869	2.3000e-004	0.0256	1.7000e-004	0.0258	6.8100e-003	1.5000e-004	6.9600e-003	0.0000	21.2254	21.2254	6.1000e-004	5.8000e-004	21.4123
Total	**8.0200e-003**	**6.6800e-003**	**0.0869**	**2.3000e-004**	**0.0256**	**1.7000e-004**	**0.0258**	**6.8100e-003**	**1.5000e-004**	**6.9600e-003**	**0.0000**	**21.2254**	**21.2254**	**6.1000e-004**	**5.8000e-004**	**21.4123**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.1499	0.0000	1.1499	0.5910	0.0000	0.5910	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0605	0.2623	2.7130	4.9500e-003		8.0700e-003	8.0700e-003		8.0700e-003	8.0700e-003	0.0000	434.7116	434.7116	0.1406	0.0000	438.2264
Total	**0.0605**	**0.2623**	**2.7130**	**4.9500e-003**	**1.1499**	**8.0700e-003**	**1.1580**	**0.5910**	**8.0700e-003**	**0.5991**	**0.0000**	**434.7116**	**434.7116**	**0.1406**	**0.0000**	**438.2264**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0200e-003	6.6800e-003	0.0869	2.3000e-004	0.0256	1.7000e-004	0.0258	6.8100e-003	1.5000e-004	6.9600e-003	0.0000	21.2254	21.2254	6.1000e-004	5.8000e-004	21.4123
Total	**8.0200e-003**	**6.6800e-003**	**0.0869**	**2.3000e-004**	**0.0256**	**1.7000e-004**	**0.0258**	**6.8100e-003**	**1.5000e-004**	**6.9600e-003**	**0.0000**	**21.2254**	**21.2254**	**6.1000e-004**	**5.8000e-004**	**21.4123**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.1965	0.0000	1.1965	0.4750	0.0000	0.4750	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.4712	5.0497	3.7754	8.0700e-003		0.2125	0.2125		0.1955	0.1955	0.0000	708.9498	708.9498	0.2293	0.0000	714.6820
Total	**0.4712**	**5.0497**	**3.7754**	**8.0700e-003**	**1.1965**	**0.2125**	**1.4090**	**0.4750**	**0.1955**	**0.6705**	**0.0000**	**708.9498**	**708.9498**	**0.2293**	**0.0000**	**714.6820**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.9100e-003	7.4200e-003	0.0965	2.6000e-004	0.0285	1.9000e-004	0.0287	7.5700e-003	1.7000e-004	7.7400e-003	0.0000	23.5838	23.5838	6.7000e-004	6.4000e-004	23.7915
Total	**8.9100e-003**	**7.4200e-003**	**0.0965**	**2.6000e-004**	**0.0285**	**1.9000e-004**	**0.0287**	**7.5700e-003**	**1.7000e-004**	**7.7400e-003**	**0.0000**	**23.5838**	**23.5838**	**6.7000e-004**	**6.4000e-004**	**23.7915**

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3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5384	0.0000	0.5384	0.2137	0.0000	0.2137	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0990	0.4290	4.2899	8.0700e-003		0.0132	0.0132		0.0132	0.0132	0.0000	708.9490	708.9490	0.2293	0.0000	714.6812
Total	**0.0990**	**0.4290**	**4.2899**	**8.0700e-003**	**0.5384**	**0.0132**	**0.5516**	**0.2137**	**0.0132**	**0.2269**	**0.0000**	**708.9490**	**708.9490**	**0.2293**	**0.0000**	**714.6812**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.9100e-003	7.4200e-003	0.0965	2.6000e-004	0.0285	1.9000e-004	0.0287	7.5700e-003	1.7000e-004	7.7400e-003	0.0000	23.5838	23.5838	6.7000e-004	6.4000e-004	23.7915
Total	**8.9100e-003**	**7.4200e-003**	**0.0965**	**2.6000e-004**	**0.0285**	**1.9000e-004**	**0.0287**	**7.5700e-003**	**1.7000e-004**	**7.7400e-003**	**0.0000**	**23.5838**	**23.5838**	**6.7000e-004**	**6.4000e-004**	**23.7915**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2218	2.0300	2.1272	3.5000e-003		0.1052	0.1052		0.0990	0.0990	0.0000	301.2428	301.2428	0.0722	0.0000	303.0471
Total	**0.2218**	**2.0300**	**2.1272**	**3.5000e-003**		**0.1052**	**0.1052**		**0.0990**	**0.0990**	**0.0000**	**301.2428**	**301.2428**	**0.0722**	**0.0000**	**303.0471**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0944	2.4868	0.8248	9.4700e-003	0.3048	0.0226	0.3274	0.0880	0.0216	0.1096	0.0000	923.4726	923.4726	0.0308	0.1332	963.9394
Worker	1.0139	0.8448	10.9845	0.0291	3.2423	0.0212	3.2635	0.8611	0.0195	0.8807	0.0000	2,683.8386	2,683.8386	0.0765	0.0729	2,707.4699
Total	**1.1083**	**3.3316**	**11.8093**	**0.0386**	**3.5470**	**0.0438**	**3.5908**	**0.9491**	**0.0411**	**0.9903**	**0.0000**	**3,607.3112**	**3,607.3112**	**0.1074**	**0.2061**	**3,671.4093**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0729	0.3502	2.2957	3.5000e-003		0.0132	0.0132		0.0132	0.0132	0.0000	301.2425	301.2425	0.0722	0.0000	303.0467
Total	**0.0729**	**0.3502**	**2.2957**	**3.5000e-003**		**0.0132**	**0.0132**		**0.0132**	**0.0132**	**0.0000**	**301.2425**	**301.2425**	**0.0722**	**0.0000**	**303.0467**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0944	2.4868	0.8248	9.4700e-003	0.3048	0.0226	0.3274	0.0880	0.0216	0.1096	0.0000	923.4726	923.4726	0.0308	0.1332	963.9394
Worker	1.0139	0.8448	10.9845	0.0291	3.2423	0.0212	3.2635	0.8611	0.0195	0.8807	0.0000	2,683.8386	2,683.8386	0.0765	0.0729	2,707.4699
Total	**1.1083**	**3.3316**	**11.8093**	**0.0386**	**3.5470**	**0.0438**	**3.5908**	**0.9491**	**0.0411**	**0.9903**	**0.0000**	**3,607.3112**	**3,607.3112**	**0.1074**	**0.2061**	**3,671.4093**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1434	1.4462	1.8955	2.9600e-003		0.0738	0.0738		0.0679	0.0679	0.0000	260.3583	260.3583	0.0842	0.0000	262.4634
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1434**	**1.4462**	**1.8955**	**2.9600e-003**		**0.0738**	**0.0738**		**0.0679**	**0.0679**	**0.0000**	**260.3583**	**260.3583**	**0.0842**	**0.0000**	**262.4634**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6800e-003	5.5700e-003	0.0724	1.9000e-004	0.0214	1.4000e-004	0.0215	5.6800e-003	1.3000e-004	5.8000e-003	0.0000	17.6879	17.6879	5.0000e-004	4.8000e-004	17.8436
Total	**6.6800e-003**	**5.5700e-003**	**0.0724**	**1.9000e-004**	**0.0214**	**1.4000e-004**	**0.0215**	**5.6800e-003**	**1.3000e-004**	**5.8000e-003**	**0.0000**	**17.6879**	**17.6879**	**5.0000e-004**	**4.8000e-004**	**17.8436**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0365	0.1580	2.2484	2.9600e-003		4.8600e-003	4.8600e-003		4.8600e-003	4.8600e-003	0.0000	260.3579	260.3579	0.0842	0.0000	262.4631
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0365**	**0.1580**	**2.2484**	**2.9600e-003**		**4.8600e-003**	**4.8600e-003**		**4.8600e-003**	**4.8600e-003**	**0.0000**	**260.3579**	**260.3579**	**0.0842**	**0.0000**	**262.4631**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6800e-003	5.5700e-003	0.0724	1.9000e-004	0.0214	1.4000e-004	0.0215	5.6800e-003	1.3000e-004	5.8000e-003	0.0000	17.6879	17.6879	5.0000e-004	4.8000e-004	17.8436
Total	**6.6800e-003**	**5.5700e-003**	**0.0724**	**1.9000e-004**	**0.0214**	**1.4000e-004**	**0.0215**	**5.6800e-003**	**1.3000e-004**	**5.8000e-003**	**0.0000**	**17.6879**	**17.6879**	**5.0000e-004**	**4.8000e-004**	**17.8436**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.0318					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0266	0.1831	0.2358	3.9000e-004		0.0106	0.0106		0.0106	0.0106	0.0000	33.1923	33.1923	2.1600e-003	0.0000	33.2463
Total	**2.0584**	**0.1831**	**0.2358**	**3.9000e-004**		**0.0106**	**0.0106**		**0.0106**	**0.0106**	**0.0000**	**33.1923**	**33.1923**	**2.1600e-003**	**0.0000**	**33.2463**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2027	0.1689	2.1959	5.8100e-003	0.6482	4.2400e-003	0.6524	0.1722	3.9000e-003	0.1761	0.0000	536.5319	536.5319	0.0153	0.0146	541.2561
Total	**0.2027**	**0.1689**	**2.1959**	**5.8100e-003**	**0.6482**	**4.2400e-003**	**0.6524**	**0.1722**	**3.9000e-003**	**0.1761**	**0.0000**	**536.5319**	**536.5319**	**0.0153**	**0.0146**	**541.2561**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.0318					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.8600e-003	0.0167	0.2382	3.9000e-004		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	33.1923	33.1923	2.1600e-003	0.0000	33.2463
Total	**2.0356**	**0.0167**	**0.2382**	**3.9000e-004**		**5.2000e-004**	**5.2000e-004**		**5.2000e-004**	**5.2000e-004**	**0.0000**	**33.1923**	**33.1923**	**2.1600e-003**	**0.0000**	**33.2463**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2027	0.1689	2.1959	5.8100e-003	0.6482	4.2400e-003	0.6524	0.1722	3.9000e-003	0.1761	0.0000	536.5319	536.5319	0.0153	0.0146	541.2561
Total	**0.2027**	**0.1689**	**2.1959**	**5.8100e-003**	**0.6482**	**4.2400e-003**	**0.6524**	**0.1722**	**3.9000e-003**	**0.1761**	**0.0000**	**536.5319**	**536.5319**	**0.0153**	**0.0146**	**541.2561**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Apartments Mid Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
High Turnover (Sit Down Restaurant)	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Office Park	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Strip Mall	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Office Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Office Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000
Office Park	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000
Office Park	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	12.9411	0.3590	31.1207	1.6500e-003		0.1732	0.1732		0.1732	0.1732	0.0000	51.0157	51.0157	0.0486	0.0000	52.2301
Unmitigated	12.9411	0.3590	31.1207	1.6500e-003		0.1732	0.1732		0.1732	0.1732	0.0000	51.0157	51.0157	0.0486	0.0000	52.2301

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	12.0104					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.9307	0.3590	31.1207	1.6500e-003		0.1732	0.1732		0.1732	0.1732	0.0000	51.0157	51.0157	0.0486	0.0000	52.2301
Total	**12.9411**	**0.3590**	**31.1207**	**1.6500e-003**		**0.1732**	**0.1732**		**0.1732**	**0.1732**	**0.0000**	**51.0157**	**51.0157**	**0.0486**	**0.0000**	**52.2301**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	12.0104					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.9307	0.3590	31.1207	1.6500e-003		0.1732	0.1732		0.1732	0.1732	0.0000	51.0157	51.0157	0.0486	0.0000	52.2301
Total	**12.9411**	**0.3590**	**31.1207**	**1.6500e-003**		**0.1732**	**0.1732**		**0.1732**	**0.1732**	**0.0000**	**51.0157**	**51.0157**	**0.0486**	**0.0000**	**52.2301**

7.0 Water Detail

7.1 Mitigation Measures Water

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	0 / 0	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0 / 0	0.0000	0.0000	0.0000	0.0000
Office Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	0 / 0	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0 / 0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0 / 0	0.0000	0.0000	0.0000	0.0000
Office Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000
Office Park	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	0	0.0000	0.0000	0.0000	0.0000
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000
High Turnover (Sit Down Restaurant)	0	0.0000	0.0000	0.0000	0.0000
Office Park	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

FFTOD Specific Plan: Construction - Mitigated - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

FFTOD Specific Plan Operations - Buildout - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

FFTOD Specific Plan Operations - Buildout

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	10,794.00	Dwelling Unit	181.00	10,794,000.00	42097
Strip Mall	1,002.24	1000sqft	0.00	1,002,237.32	0
Office Park	94.95	1000sqft	0.00	94,951.88	0
Apartments Mid Rise	652.00	Dwelling Unit	53.71	652,000.00	2543
Apartments Mid Rise	301.00	Dwelling Unit	24.44	301,000.00	1174
Strip Mall	14.50	1000sqft	0.00	14,495.18	0
High Turnover (Sit Down Restaurant)	14.50	1000sqft	0.00	14,495.18	0
Apartments Mid Rise	158.00	Dwelling Unit	275.09	158,000.00	616
High Turnover (Sit Down Restaurant)	41.69	1000sqft	0.00	41,686.89	0
Apartments Low Rise	144.00	Dwelling Unit	303.25	144,000.00	562
Office Park	1.98	1000sqft	0.00	1,979.05	0
Apartments Mid Rise	61.00	Dwelling Unit	69.51	61,000.00	238
Office Park	13.17	1000sqft	0.00	13,167.29	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

FFTOD Specific Plan Operations - Buildout - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Project Characteristics -

Land Use - Proposed land use types and acreages per Specific Plan with ratio assumptions for LU to SF at buildout.

Construction Phase - Operational only run. Construction phases entered as placeholders.

Off-road Equipment - Operational only run. Construction phases entered as placeholders.

Off-road Equipment - Operational only run. Construction phases entered as placeholders.

Trips and VMT - Operational only run.

Architectural Coating - Operational only run.

Vehicle Trips - Project trips and lengths adjusted to match the Fehr & Peers traffic numbers. All Vehicles (non-trucks) entered in residential land use, trucks entered in retail land use.

Woodstoves - No wood-burning devices per SCAQMD Rule 445.

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	591,506.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	1,774,519.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	8,174,250.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	24,522,750.00	0.00
tblConstructionPhase	NumDays	1,100.00	1.00
tblConstructionPhase	NumDays	1,100.00	1.00
tblConstructionPhase	PhaseEndDate	12/1/2084	1/3/2022
tblConstructionPhase	PhaseEndDate	9/13/2080	1/3/2022
tblConstructionPhase	PhaseStartDate	9/14/2080	1/1/2022
tblConstructionPhase	PhaseStartDate	6/27/2076	1/1/2022
tblFireplaces	NumberGas	122.40	129.60
tblFireplaces	NumberGas	10,171.10	10,769.40
tblFireplaces	NumberWood	7.20	0.00
tblFireplaces	NumberWood	598.30	0.00
tblLandUse	LandUseSquareFeet	1,002,240.00	1,002,237.32
tblLandUse	LandUseSquareFeet	94,951.90	94,951.88
tblLandUse	LandUseSquareFeet	14,495.20	14,495.18

FFTOD Specific Plan Operations - Buildout - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblLandUse	LandUseSquareFeet	14,495.20	14,495.18
tblLandUse	LandUseSquareFeet	41,686.90	41,686.89
tblLandUse	LandUseSquareFeet	13,167.30	13,167.29
tblLandUse	LotAcreage	284.05	181.00
tblLandUse	LotAcreage	23.01	0.00
tblLandUse	LotAcreage	2.18	0.00
tblLandUse	LotAcreage	17.16	53.71
tblLandUse	LotAcreage	7.92	24.44
tblLandUse	LotAcreage	0.33	0.00
tblLandUse	LotAcreage	0.33	0.00
tblLandUse	LotAcreage	4.16	275.09
tblLandUse	LotAcreage	0.96	0.00
tblLandUse	LotAcreage	9.00	303.25
tblLandUse	LotAcreage	0.05	0.00
tblLandUse	LotAcreage	1.61	69.51
tblLandUse	LotAcreage	0.30	0.00
tblLandUse	Population	30,871.00	42,097.00
tblLandUse	Population	1,865.00	2,543.00
tblLandUse	Population	861.00	1,174.00
tblLandUse	Population	452.00	616.00
tblLandUse	Population	412.00	562.00
tblLandUse	Population	174.00	238.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00

FFTOD Specific Plan Operations - Buildout - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	UsageHours	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	1,821.00	0.00
tblVehicleTrips	ST_TR	8.14	0.00
tblVehicleTrips	ST_TR	4.91	0.00
tblVehicleTrips	ST_TR	122.40	0.00
tblVehicleTrips	ST_TR	1.64	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	SU_TR	6.28	0.00
tblVehicleTrips	SU_TR	4.09	0.00
tblVehicleTrips	SU_TR	142.64	0.00
tblVehicleTrips	SU_TR	0.76	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	WD_TR	7.32	0.00
tblVehicleTrips	WD_TR	5.44	0.00
tblVehicleTrips	WD_TR	112.18	0.00
tblVehicleTrips	WD_TR	11.07	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblWoodstoves	NumberCatalytic	7.20	0.00
tblWoodstoves	NumberCatalytic	598.30	0.00
tblWoodstoves	NumberNoncatalytic	7.20	0.00
tblWoodstoves	NumberNoncatalytic	598.30	0.00

2.0 Emissions Summary

FFTOD Specific Plan Operations - Buildout - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

FFTOD Specific Plan Operations - Buildout - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	421.5230	906.8637	1,376.7100	5.7679		77.9331	77.9331		77.9331	77.9331	0.0000	1,144,833.1096	1,144,833.1096	23.6213	20.9556	1,151,668.4180
Energy	3.7068	31.9286	15.3305	0.2022		2.5611	2.5611		2.5611	2.5611		40,437.5978	40,437.5978	0.7751	0.7414	40,677.8982
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**425.2298**	**938.7923**	**1,392.0405**	**5.9701**	**0.0000**	**80.4941**	**80.4941**	**0.0000**	**80.4941**	**80.4941**	**0.0000**	**1,185,270.7074**	**1,185,270.7074**	**24.3964**	**21.6970**	**1,192,346.3162**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	316.7449	11.4872	995.6987	0.0528		5.5409	5.5409		5.5409	5.5409	0.0000	1,799.2273	1,799.2273	1.7132	0.0000	1,842.0568
Energy	3.7068	31.9286	15.3305	0.2022		2.5611	2.5611		2.5611	2.5611		40,437.5978	40,437.5978	0.7751	0.7414	40,677.8982
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**320.4517**	**43.4158**	**1,011.0292**	**0.2550**	**0.0000**	**8.1020**	**8.1020**	**0.0000**	**8.1020**	**8.1020**	**0.0000**	**42,236.8251**	**42,236.8251**	**2.4882**	**0.7414**	**42,519.9550**

FFTOD Specific Plan Operations - Buildout - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**24.64**	**95.38**	**27.37**	**95.73**	**0.00**	**89.93**	**89.93**	**0.00**	**89.93**	**89.93**	**0.00**	**96.44**	**96.44**	**89.80**	**96.58**	**96.43**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Paving	Paving	1/1/2022	1/3/2022	5	1	
2	Architectural Coating	Architectural Coating	1/1/2022	1/3/2022	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48
Paving	Pavers	0	0.00	130	0.42
Paving	Paving Equipment	0	0.00	132	0.36
Paving	Rollers	0	0.00	80	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Paving	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Architectural Coating		0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

FFTOD Specific Plan Operations - Buildout - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

FFTOD Specific Plan Operations - Buildout - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Paving - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

FFTOD Specific Plan Operations - Buildout - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

FFTOD Specific Plan Operations - Buildout - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

FFTOD Specific Plan Operations - Buildout - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Apartments Mid Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
High Turnover (Sit Down Restaurant)	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Office Park	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Strip Mall	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

FFTOD Specific Plan Operations - Buildout - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	3.7068	31.9286	15.3305	0.2022		2.5611	2.5611		2.5611	2.5611		40,437.5978	40,437.5978	0.7751	0.7414	40,677.8982
NaturalGas Unmitigated	3.7068	31.9286	15.3305	0.2022		2.5611	2.5611		2.5611	2.5611		40,437.5978	40,437.5978	0.7751	0.7414	40,677.8982

FFTOD Specific Plan Operations - Buildout - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	5396.91	0.0582	0.4974	0.2116	3.1700e-003		0.0402	0.0402		0.0402	0.0402		634.9307	634.9307	0.0122	0.0116	638.7038
Apartments Mid Rise	1505.91	0.0162	0.1388	0.0591	8.9000e-004		0.0112	0.0112		0.0112	0.0112		177.1664	177.1664	3.4000e-003	3.2500e-003	178.2192
Apartments Mid Rise	16096	0.1736	1.4834	0.6312	9.4700e-003		0.1199	0.1199		0.1199	0.1199		1,893.6476	1,893.6476	0.0363	0.0347	1,904.9006
Apartments Mid Rise	266473	2.8737	24.5573	10.4499	0.1568		1.9855	1.9855		1.9855	1.9855		31,349.7422	31,349.7422	0.6009	0.5748	31,536.0381
Apartments Mid Rise	3900.57	0.0421	0.3595	0.1530	2.2900e-003		0.0291	0.0291		0.0291	0.0291		458.8901	458.8901	8.8000e-003	8.4100e-003	461.6170
Apartments Mid Rise	7430.82	0.0801	0.6848	0.2914	4.3700e-003		0.0554	0.0554		0.0554	0.0554		874.2146	874.2146	0.0168	0.0160	879.4096
High Turnover (Sit Down Restaurant)	26306.1	0.2837	2.5790	2.1664	0.0155		0.1960	0.1960		0.1960	0.1960		3,094.8401	3,094.8401	0.0593	0.0567	3,113.2312
High Turnover (Sit Down Restaurant)	9147.05	0.0986	0.8968	0.7533	5.3800e-003		0.0682	0.0682		0.0682	0.0682		1,076.1240	1,076.1240	0.0206	0.0197	1,082.5189
Office Park	2520.78	0.0272	0.2471	0.2076	1.4800e-003		0.0188	0.0188		0.0188	0.0188		296.5620	296.5620	5.6800e-003	5.4400e-003	298.3244
Office Park	349.564	3.7700e-003	0.0343	0.0288	2.1000e-004		2.6000e-003	2.6000e-003		2.6000e-003	2.6000e-003		41.1252	41.1252	7.9000e-004	7.5000e-004	41.3696
Office Park	52.5397	5.7000e-004	5.1500e-003	4.3300e-003	3.0000e-005		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004		6.1811	6.1811	1.2000e-004	1.1000e-004	6.2179
Strip Mall	4475.74	0.0483	0.4388	0.3686	2.6300e-003		0.0334	0.0334		0.0334	0.0334		526.5582	526.5582	0.0101	9.6500e-003	529.6873
Strip Mall	64.7319	7.0000e-004	6.3500e-003	5.3300e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004		7.6155	7.6155	1.5000e-004	1.4000e-004	7.6608
Total		**3.7068**	**31.9286**	**15.3305**	**0.2022**		**2.5610**	**2.5610**		**2.5610**	**2.5610**		**40,437.5978**	**40,437.5978**	**0.7751**	**0.7414**	**40,677.8982**

FFTOD Specific Plan Operations - Buildout - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	5.39691	0.0582	0.4974	0.2116	3.1700e-003		0.0402	0.0402		0.0402	0.0402		634.9307	634.9307	0.0122	0.0116	638.7038
Apartments Mid Rise	1.50591	0.0162	0.1388	0.0591	8.9000e-004		0.0112	0.0112		0.0112	0.0112		177.1664	177.1664	3.4000e-003	3.2500e-003	178.2192
Apartments Mid Rise	16.096	0.1736	1.4834	0.6312	9.4700e-003		0.1199	0.1199		0.1199	0.1199		1,893.6476	1,893.6476	0.0363	0.0347	1,904.9006
Apartments Mid Rise	266.473	2.8737	24.5573	10.4499	0.1568		1.9855	1.9855		1.9855	1.9855		31,349.7422	31,349.7422	0.6009	0.5748	31,536.0381
Apartments Mid Rise	3.90057	0.0421	0.3595	0.1530	2.2900e-003		0.0291	0.0291		0.0291	0.0291		458.8901	458.8901	8.8000e-003	8.4100e-003	461.6170
Apartments Mid Rise	7.43082	0.0801	0.6848	0.2914	4.3700e-003		0.0554	0.0554		0.0554	0.0554		874.2146	874.2146	0.0168	0.0160	879.4096
High Turnover (Sit Down Restaurant)	26.3061	0.2837	2.5790	2.1664	0.0155		0.1960	0.1960		0.1960	0.1960		3,094.8401	3,094.8401	0.0593	0.0567	3,113.2312
High Turnover (Sit Down Restaurant)	9.14705	0.0986	0.8968	0.7533	5.3800e-003		0.0682	0.0682		0.0682	0.0682		1,076.1240	1,076.1240	0.0206	0.0197	1,082.5189
Office Park	0.0525397	5.7000e-004	5.1500e-003	4.3300e-003	3.0000e-005		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004		6.1811	6.1811	1.2000e-004	1.1000e-004	6.2179
Office Park	0.349564	3.7700e-003	0.0343	0.0288	2.1000e-004		2.6000e-003	2.6000e-003		2.6000e-003	2.6000e-003		41.1252	41.1252	7.9000e-004	7.5000e-004	41.3696
Office Park	2.52078	0.0272	0.2471	0.2076	1.4800e-003		0.0188	0.0188		0.0188	0.0188		296.5620	296.5620	5.6800e-003	5.4400e-003	298.3244
Strip Mall	0.0647319	7.0000e-004	6.3500e-003	5.3300e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004		7.6155	7.6155	1.5000e-004	1.4000e-004	7.6608
Strip Mall	4.47574	0.0483	0.4388	0.3686	2.6300e-003		0.0334	0.0334		0.0334	0.0334		526.5582	526.5582	0.0101	9.6500e-003	529.6873
Total		**3.7068**	**31.9286**	**15.3305**	**0.2022**		**2.5610**	**2.5610**		**2.5610**	**2.5610**		**40,437.5978**	**40,437.5978**	**0.7751**	**0.7414**	**40,677.8982**

FFTOD Specific Plan Operations - Buildout - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	316.7449	11.4872	995.6987	0.0528		5.5409	5.5409		5.5409	5.5409	0.0000	1,799.2273	1,799.2273	1.7132	0.0000	1,842.0568
Unmitigated	421.5230	906.8637	1,376.7100	5.7679		77.9331	77.9331		77.9331	77.9331	0.0000	1,144,833.1096	1,144,833.1096	23.6213	20.9556	1,151,668.4180

FFTOD Specific Plan Operations - Buildout - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	23.7649					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	263.2017					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	104.7781	895.3765	381.0113	5.7152		72.3922	72.3922		72.3922	72.3922	0.0000	1,143,033.8824	1,143,033.8824	21.9082	20.9556	1,149,826.3612
Landscaping	29.7784	11.4872	995.6987	0.0528		5.5409	5.5409		5.5409	5.5409		1,799.2273	1,799.2273	1.7132		1,842.0568
Total	**421.5230**	**906.8637**	**1,376.7100**	**5.7679**		**77.9331**	**77.9331**		**77.9331**	**77.9331**	**0.0000**	**1,144,833.1096**	**1,144,833.1096**	**23.6213**	**20.9556**	**1,151,668.4180**

FFTOD Specific Plan Operations - Buildout - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	23.7649					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	263.2017					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	29.7784	11.4872	995.6987	0.0528		5.5409	5.5409		5.5409	5.5409		1,799.2273	1,799.2273	1.7132		1,842.0568
Total	**316.7449**	**11.4872**	**995.6987**	**0.0528**		**5.5409**	**5.5409**		**5.5409**	**5.5409**	**0.0000**	**1,799.2273**	**1,799.2273**	**1.7132**	**0.0000**	**1,842.0568**

7.0 Water Detail

7.1 Mitigation Measures Water

FFTOD Specific Plan Operations - Buildout - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

FFTOD Specific Plan Operations - Buildout - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

FFTOD Specific Plan Operations - Buildout

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	10,794.00	Dwelling Unit	181.00	10,794,000.00	42097
Strip Mall	1,002.24	1000sqft	0.00	1,002,237.32	0
Office Park	94.95	1000sqft	0.00	94,951.88	0
Apartments Mid Rise	652.00	Dwelling Unit	53.71	652,000.00	2543
Apartments Mid Rise	301.00	Dwelling Unit	24.44	301,000.00	1174
Strip Mall	14.50	1000sqft	0.00	14,495.18	0
High Turnover (Sit Down Restaurant)	14.50	1000sqft	0.00	14,495.18	0
Apartments Mid Rise	158.00	Dwelling Unit	275.09	158,000.00	616
High Turnover (Sit Down Restaurant)	41.69	1000sqft	0.00	41,686.89	0
Apartments Low Rise	144.00	Dwelling Unit	303.25	144,000.00	562
Office Park	1.98	1000sqft	0.00	1,979.05	0
Apartments Mid Rise	61.00	Dwelling Unit	69.51	61,000.00	238
Office Park	13.17	1000sqft	0.00	13,167.29	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Project Characteristics -

Land Use - Proposed land use types and acreages per Specific Plan with ratio assumptions for LU to SF at buildout.

Construction Phase - Operational only run. Construction phases entered as placeholders.

Off-road Equipment - Operational only run. Construction phases entered as placeholders.

Off-road Equipment - Operational only run. Construction phases entered as placeholders.

Trips and VMT - Operational only run.

Architectural Coating - Operational only run.

Vehicle Trips - Project trips and lengths adjusted to match the Fehr & Peers traffic numbers. All Vehicles (non-trucks) entered in residential land use, trucks entered in retail land use.

Woodstoves - No wood-burning devices per SCAQMD Rule 445.

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	591,506.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	1,774,519.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	8,174,250.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	24,522,750.00	0.00
tblConstructionPhase	NumDays	1,100.00	1.00
tblConstructionPhase	NumDays	1,100.00	1.00
tblConstructionPhase	PhaseEndDate	12/1/2084	1/3/2022
tblConstructionPhase	PhaseEndDate	9/13/2080	1/3/2022
tblConstructionPhase	PhaseStartDate	9/14/2080	1/1/2022
tblConstructionPhase	PhaseStartDate	6/27/2076	1/1/2022
tblFireplaces	NumberGas	122.40	129.60
tblFireplaces	NumberGas	10,171.10	10,769.40
tblFireplaces	NumberWood	7.20	0.00
tblFireplaces	NumberWood	598.30	0.00
tblLandUse	LandUseSquareFeet	1,002,240.00	1,002,237.32
tblLandUse	LandUseSquareFeet	94,951.90	94,951.88
tblLandUse	LandUseSquareFeet	14,495.20	14,495.18

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tblLandUse	LandUseSquareFeet	14,495.20	14,495.18
tblLandUse	LandUseSquareFeet	41,686.90	41,686.89
tblLandUse	LandUseSquareFeet	13,167.30	13,167.29
tblLandUse	LotAcreage	284.05	181.00
tblLandUse	LotAcreage	23.01	0.00
tblLandUse	LotAcreage	2.18	0.00
tblLandUse	LotAcreage	17.16	53.71
tblLandUse	LotAcreage	7.92	24.44
tblLandUse	LotAcreage	0.33	0.00
tblLandUse	LotAcreage	0.33	0.00
tblLandUse	LotAcreage	4.16	275.09
tblLandUse	LotAcreage	0.96	0.00
tblLandUse	LotAcreage	9.00	303.25
tblLandUse	LotAcreage	0.05	0.00
tblLandUse	LotAcreage	1.61	69.51
tblLandUse	LotAcreage	0.30	0.00
tblLandUse	Population	30,871.00	42,097.00
tblLandUse	Population	1,865.00	2,543.00
tblLandUse	Population	861.00	1,174.00
tblLandUse	Population	452.00	616.00
tblLandUse	Population	412.00	562.00
tblLandUse	Population	174.00	238.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblOffRoadEquipment	UsageHours	8.00	0.00
tblTripsAndVMT	WorkerTripNumber	1,821.00	0.00
tblVehicleTrips	ST_TR	8.14	0.00
tblVehicleTrips	ST_TR	4.91	0.00
tblVehicleTrips	ST_TR	122.40	0.00
tblVehicleTrips	ST_TR	1.64	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	SU_TR	6.28	0.00
tblVehicleTrips	SU_TR	4.09	0.00
tblVehicleTrips	SU_TR	142.64	0.00
tblVehicleTrips	SU_TR	0.76	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	WD_TR	7.32	0.00
tblVehicleTrips	WD_TR	5.44	0.00
tblVehicleTrips	WD_TR	112.18	0.00
tblVehicleTrips	WD_TR	11.07	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblWoodstoves	NumberCatalytic	7.20	0.00
tblWoodstoves	NumberCatalytic	598.30	0.00
tblWoodstoves	NumberNoncatalytic	7.20	0.00
tblWoodstoves	NumberNoncatalytic	598.30	0.00

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	57.4034	12.6281	129.2250	0.0780		1.5975	1.5975		1.5975	1.5975	0.0000	13,165.8151	13,165.8151	0.4427	0.2376	13,247.6973
Energy	0.6765	5.8270	2.7978	0.0369		0.4674	0.4674		0.4674	0.4674	0.0000	17,978.5032	17,978.5032	1.0807	0.2382	18,076.4979
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	1,503.9824	0.0000	1,503.9824	88.8828	0.0000	3,726.0527
Water						0.0000	0.0000		0.0000	0.0000	285.8295	3,177.2856	3,463.1151	29.6256	0.7257	4,420.0133
Total	**58.0799**	**18.4551**	**132.0228**	**0.1149**	**0.0000**	**2.0649**	**2.0649**	**0.0000**	**2.0649**	**2.0649**	**1,789.8119**	**34,321.6040**	**36,111.4159**	**120.0318**	**1.2015**	**39,470.2611**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	56.0937	1.4359	124.4623	6.6000e-003		0.6926	0.6926		0.6926	0.6926	0.0000	204.0289	204.0289	0.1943	0.0000	208.8857
Energy	0.6765	5.8270	2.7978	0.0369		0.4674	0.4674		0.4674	0.4674	0.0000	17,978.5032	17,978.5032	1.0807	0.2382	18,076.4979
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	1,503.9824	0.0000	1,503.9824	88.8828	0.0000	3,726.0527
Water						0.0000	0.0000		0.0000	0.0000	285.8295	3,177.2856	3,463.1151	29.6256	0.7257	4,420.0133
Total	**56.7702**	**7.2629**	**127.2602**	**0.0435**	**0.0000**	**1.1600**	**1.1600**	**0.0000**	**1.1600**	**1.1600**	**1,789.8119**	**21,359.8178**	**23,149.6297**	**119.7834**	**0.9639**	**26,431.4495**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**2.26**	**60.65**	**3.61**	**62.15**	**0.00**	**43.82**	**43.82**	**0.00**	**43.82**	**43.82**	**0.00**	**37.77**	**35.89**	**0.21**	**19.78**	**33.03**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Paving	Paving	1/1/2022	1/3/2022	5	1	
2	Architectural Coating	Architectural Coating	1/1/2022	1/3/2022	5	1	

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48
Paving	Pavers	0	0.00	130	0.42
Paving	Paving Equipment	0	0.00	132	0.36
Paving	Rollers	0	0.00	80	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Paving	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Paving - 2022

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Paving - 2022

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
Apartments Mid Rise	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Office Park	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Office Park	16.60	8.40	6.90	33.00	48.00	19.00	82	15	3
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Apartments Mid Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
High Turnover (Sit Down Restaurant)	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Office Park	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Strip Mall	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	11,283.6054	11,283.6054	0.9524	0.1154	11,341.8156
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	11,283.6054	11,283.6054	0.9524	0.1154	11,341.8156
NaturalGas Mitigated	0.6765	5.8270	2.7978	0.0369		0.4674	0.4674		0.4674	0.4674	0.0000	6,694.8978	6,694.8978	0.1283	0.1227	6,734.6823
NaturalGas Unmitigated	0.6765	5.8270	2.7978	0.0369		0.4674	0.4674		0.4674	0.4674	0.0000	6,694.8978	6,694.8978	0.1283	0.1227	6,734.6823

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	1.96987e+006	0.0106	0.0908	0.0386	5.8000e-004		7.3400e-003	7.3400e-003		7.3400e-003	7.3400e-003	0.0000	105.1199	105.1199	2.0100e-003	1.9300e-003	105.7446
Apartments Mid Rise	1.42371e+006	7.6800e-003	0.0656	0.0279	4.2000e-004		5.3000e-003	5.3000e-003		5.3000e-003	5.3000e-003	0.0000	75.9744	75.9744	1.4600e-003	1.3900e-003	76.4259
Apartments Mid Rise	2.71225e+006	0.0146	0.1250	0.0532	8.0000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	144.7360	144.7360	2.7700e-003	2.6500e-003	145.5961
Apartments Mid Rise	5.87504e+006	0.0317	0.2707	0.1152	1.7300e-003		0.0219	0.0219		0.0219	0.0219	0.0000	313.5146	313.5146	6.0100e-003	5.7500e-003	315.3777
Apartments Mid Rise	549659	2.9600e-003	0.0253	0.0108	1.6000e-004		2.0500e-003	2.0500e-003		2.0500e-003	2.0500e-003	0.0000	29.3319	29.3319	5.6000e-004	5.4000e-004	29.5062
Apartments Mid Rise	9.72626e+007	0.5245	4.4817	1.9071	0.0286		0.3624	0.3624		0.3624	0.3624	0.0000	5,190.3014	5,190.3014	0.0995	0.0952	5,221.1448
High Turnover (Sit Down Restaurant)	3.33867e+006	0.0180	0.1637	0.1375	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	178.1644	178.1644	3.4100e-003	3.2700e-003	179.2231
High Turnover (Sit Down Restaurant)	9.60174e+006	0.0518	0.4707	0.3954	2.8200e-003		0.0358	0.0358		0.0358	0.0358	0.0000	512.3855	512.3855	9.8200e-003	9.3900e-003	515.4303
Office Park	127591	6.9000e-004	6.2500e-003	5.2500e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	6.8087	6.8087	1.3000e-004	1.2000e-004	6.8492
Office Park	19177	1.0000e-004	9.4000e-004	7.9000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	1.0234	1.0234	2.0000e-005	2.0000e-005	1.0294
Office Park	920084	4.9600e-003	0.0451	0.0379	2.7000e-004		3.4300e-003	3.4300e-003		3.4300e-003	3.4300e-003	0.0000	49.0992	49.0992	9.4000e-004	9.0000e-004	49.3909
Strip Mall	1.63365e+006	8.8100e-003	0.0801	0.0673	4.8000e-004		6.0900e-003	6.0900e-003		6.0900e-003	6.0900e-003	0.0000	87.1776	87.1776	1.6700e-003	1.6000e-003	87.6957
Strip Mall	23627.1	1.3000e-004	1.1600e-003	9.7000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.2608	1.2608	2.0000e-005	2.0000e-005	1.2683
Total		**0.6765**	**5.8270**	**2.7978**	**0.0369**		**0.4674**	**0.4674**		**0.4674**	**0.4674**	**0.0000**	**6,694.8978**	**6,694.8978**	**0.1283**	**0.1227**	**6,734.6823**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	1.96987e+006	0.0106	0.0908	0.0386	5.8000e-004		7.3400e-003	7.3400e-003		7.3400e-003	7.3400e-003	0.0000	105.1199	105.1199	2.0100e-003	1.9300e-003	105.7446
Apartments Mid Rise	1.42371e+006	7.6800e-003	0.0656	0.0279	4.2000e-004		5.3000e-003	5.3000e-003		5.3000e-003	5.3000e-003	0.0000	75.9744	75.9744	1.4600e-003	1.3900e-003	76.4259
Apartments Mid Rise	2.71225e+006	0.0146	0.1250	0.0532	8.0000e-004		0.0101	0.0101		0.0101	0.0101	0.0000	144.7360	144.7360	2.7700e-003	2.6500e-003	145.5961
Apartments Mid Rise	5.87504e+006	0.0317	0.2707	0.1152	1.7300e-003		0.0219	0.0219		0.0219	0.0219	0.0000	313.5146	313.5146	6.0100e-003	5.7500e-003	315.3777
Apartments Mid Rise	549659	2.9600e-003	0.0253	0.0108	1.6000e-004		2.0500e-003	2.0500e-003		2.0500e-003	2.0500e-003	0.0000	29.3319	29.3319	5.6000e-004	5.4000e-004	29.5062
Apartments Mid Rise	9.72626e+007	0.5245	4.4817	1.9071	0.0286		0.3624	0.3624		0.3624	0.3624	0.0000	5,190.3014	5,190.3014	0.0995	0.0952	5,221.1448
High Turnover (Sit Down Restaurant)	3.33867e+006	0.0180	0.1637	0.1375	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	178.1644	178.1644	3.4100e-003	3.2700e-003	179.2231
High Turnover (Sit Down Restaurant)	9.60174e+006	0.0518	0.4707	0.3954	2.8200e-003		0.0358	0.0358		0.0358	0.0358	0.0000	512.3855	512.3855	9.8200e-003	9.3900e-003	515.4303
Office Park	127591	6.9000e-004	6.2500e-003	5.2500e-003	4.0000e-005		4.8000e-004	4.8000e-004		4.8000e-004	4.8000e-004	0.0000	6.8087	6.8087	1.3000e-004	1.2000e-004	6.8492
Office Park	19177	1.0000e-004	9.4000e-004	7.9000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	1.0234	1.0234	2.0000e-005	2.0000e-005	1.0294
Office Park	920084	4.9600e-003	0.0451	0.0379	2.7000e-004		3.4300e-003	3.4300e-003		3.4300e-003	3.4300e-003	0.0000	49.0992	49.0992	9.4000e-004	9.0000e-004	49.3909
Strip Mall	1.63365e+006	8.8100e-003	0.0801	0.0673	4.8000e-004		6.0900e-003	6.0900e-003		6.0900e-003	6.0900e-003	0.0000	87.1776	87.1776	1.6700e-003	1.6000e-003	87.6957
Strip Mall	23627.1	1.3000e-004	1.1600e-003	9.7000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.2608	1.2608	2.0000e-005	2.0000e-005	1.2683
Total		**0.6765**	**5.8270**	**2.7978**	**0.0369**		**0.4674**	**0.4674**		**0.4674**	**0.4674**	**0.0000**	**6,694.8978**	**6,694.8978**	**0.1283**	**0.1227**	**6,734.6823**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	577711	102.4544	8.6500e-003	1.0500e-003	102.9830
Apartments Mid Rise	1.15301e+006	204.4808	0.0173	2.0900e-003	205.5356
Apartments Mid Rise	2.49754e+006	442.9284	0.0374	4.5300e-003	445.2134
Apartments Mid Rise	233666	41.4396	3.5000e-003	4.2000e-004	41.6534
Apartments Mid Rise	4.13474e+007	7,332.7751	0.6189	0.0750	7,370.6037
Apartments Mid Rise	605233	107.3354	9.0600e-003	1.1000e-003	107.8891
High Turnover (Sit Down Restaurant)	1.80379e+006	319.8944	0.0270	3.2700e-003	321.5447
High Turnover (Sit Down Restaurant)	627206	111.2323	9.3900e-003	1.1400e-003	111.8061
Office Park	1.28565e+006	228.0040	0.0192	2.3300e-003	229.1803
Office Park	178285	31.6181	2.6700e-003	3.2000e-004	31.7812
Office Park	26796.3	4.7522	4.0000e-004	5.0000e-005	4.7767
Strip Mall	1.30992e+007	2,323.0922	0.1961	0.0238	2,335.0766
Strip Mall	189452	33.5985	2.8400e-003	3.4000e-004	33.7718
Total		**11,283.6054**	**0.9524**	**0.1154**	**11,341.8157**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	577711	102.4544	8.6500e-003	1.0500e-003	102.9830
Apartments Mid Rise	1.15301e+006	204.4808	0.0173	2.0900e-003	205.5356
Apartments Mid Rise	2.49754e+006	442.9284	0.0374	4.5300e-003	445.2134
Apartments Mid Rise	233666	41.4396	3.5000e-003	4.2000e-004	41.6534
Apartments Mid Rise	4.13474e+007	7,332.7751	0.6189	0.0750	7,370.6037
Apartments Mid Rise	605233	107.3354	9.0600e-003	1.1000e-003	107.8891
High Turnover (Sit Down Restaurant)	1.80379e+006	319.8944	0.0270	3.2700e-003	321.5447
High Turnover (Sit Down Restaurant)	627206	111.2323	9.3900e-003	1.1400e-003	111.8061
Office Park	1.28565e+006	228.0040	0.0192	2.3300e-003	229.1803
Office Park	178285	31.6181	2.6700e-003	3.2000e-004	31.7812
Office Park	26796.3	4.7522	4.0000e-004	5.0000e-005	4.7767
Strip Mall	1.30992e+007	2,323.0922	0.1961	0.0238	2,335.0766
Strip Mall	189452	33.5985	2.8400e-003	3.4000e-004	33.7718
Total		**11,283.6054**	**0.9524**	**0.1154**	**11,341.8157**

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6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	56.0937	1.4359	124.4623	6.6000e-003		0.6926	0.6926		0.6926	0.6926	0.0000	204.0289	204.0289	0.1943	0.0000	208.8857
Unmitigated	57.4034	12.6281	129.2250	0.0780		1.5975	1.5975		1.5975	1.5975	0.0000	13,165.8151	13,165.8151	0.4427	0.2376	13,247.6973

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	4.3371					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	48.0343					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.3097	11.1922	4.7626	0.0714		0.9049	0.9049		0.9049	0.9049	0.0000	12,961.7862	12,961.7862	0.2484	0.2376	13,038.8116
Landscaping	3.7223	1.4359	124.4623	6.6000e-003		0.6926	0.6926		0.6926	0.6926	0.0000	204.0289	204.0289	0.1943	0.0000	208.8857
Total	**57.4034**	**12.6281**	**129.2250**	**0.0780**		**1.5975**	**1.5975**		**1.5975**	**1.5975**	**0.0000**	**13,165.8151**	**13,165.8151**	**0.4427**	**0.2376**	**13,247.6973**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	4.3371					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	48.0343					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.7223	1.4359	124.4623	6.6000e-003		0.6926	0.6926		0.6926	0.6926	0.0000	204.0289	204.0289	0.1943	0.0000	208.8857
Total	**56.0937**	**1.4359**	**124.4623**	**6.6000e-003**		**0.6926**	**0.6926**		**0.6926**	**0.6926**	**0.0000**	**204.0289**	**204.0289**	**0.1943**	**0.0000**	**208.8857**

7.0 Water Detail

7.1 Mitigation Measures Water

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3,463.1151	29.6256	0.7257	4,420.0133
Unmitigated	3,463.1151	29.6256	0.7257	4,420.0133

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	9.38218 / 5.91485	36.2961	0.3085	7.5600e-003	46.2621
Apartments Mid Rise	779.633 / 491.508	3,016.1053	25.6381	0.6282	3,844.2536
High Turnover (Sit Down Restaurant)	17.0525 / 1.08846	46.9326	0.5592	0.0136	64.9480
Office Park	19.5685 / 11.9936	75.0271	0.6435	0.0158	95.8098
Strip Mall	75.3125 / 46.1593	288.7541	2.4764	0.0607	368.7397
Total		**3,463.1151**	**29.6256**	**0.7257**	**4,420.0133**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	9.38218 / 5.91485	36.2961	0.3085	7.5600e-003	46.2621
Apartments Mid Rise	779.633 / 491.508	3,016.1053	25.6381	0.6282	3,844.2536
High Turnover (Sit Down Restaurant)	17.0525 / 1.08846	46.9326	0.5592	0.0136	64.9480
Office Park	19.5685 / 11.9936	75.0271	0.6435	0.0158	95.8098
Strip Mall	75.3125 / 46.1593	288.7541	2.4764	0.0607	368.7397
Total		**3,463.1151**	**29.6256**	**0.7257**	**4,420.0133**

8.0 Waste Detail

8.1 Mitigation Measures Waste

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1,503.9824	88.8828	0.0000	3,726.0527
Unmitigated	1,503.9824	88.8828	0.0000	3,726.0527

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	66.24	13.4461	0.7946	0.0000	33.3122
Apartments Mid Rise	5504.36	1,117.3353	66.0326	0.0000	2,768.1510
High Turnover (Sit Down Restaurant)	668.54	135.7076	8.0201	0.0000	336.2098
Office Park	102.39	20.7842	1.2283	0.0000	51.4921
Strip Mall	1067.58	216.7091	12.8071	0.0000	536.8876
Total		**1,503.9824**	**88.8828**	**0.0000**	**3,726.0527**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	66.24	13.4461	0.7946	0.0000	33.3122
Apartments Mid Rise	5504.36	1,117.3353	66.0326	0.0000	2,768.1510
High Turnover (Sit Down Restaurant)	668.54	135.7076	8.0201	0.0000	336.2098
Office Park	102.39	20.7842	1.2283	0.0000	51.4921
Strip Mall	1067.58	216.7091	12.8071	0.0000	536.8876
Total		**1,503.9824**	**88.8828**	**0.0000**	**3,726.0527**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

FFTOD Specific Plan Operations - Buildout - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

FFTOD Specific Plan: Operations - Mobile Sources Only

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	12,110.00	Dwelling Unit	318.68	12,110,000.00	34635
Strip Mall	1,016.73	1000sqft	23.34	1,016,730.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Mobile sources category only run.

Land Use - Entered all vehicle trips into two land uses for simplicity. All vehicles (non-trucks) entered into Apartments Mid Rise category and all truck trips entered in strip mall category.

Construction Phase - Mobile sources only run.

Off-road Equipment - Mobile sources only run.

Off-road Equipment - Mobile sources only run.

Trips and VMT - Mobile sources only run.

Architectural Coating - Mobile sources only run.

Vehicle Trips - Adjusted trip rates and trip lengths to match Total VMT and total daily trips per Fehr & Peers traffic study.

Woodstoves - Mobile sources only run.

Area Coating - Mobile sources only run.

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Energy Use - Mobile sources only run.

Water And Wastewater - Mobile sources only run.

Solid Waste - Mobile sources only run.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	508,365.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	1,525,095.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	8,174,250.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	24,522,750.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	508365	0
tblAreaCoating	Area_Nonresidential_Interior	1525095	0
tblAreaCoating	Area_Residential_Exterior	8174250	0
tblAreaCoating	Area_Residential_Interior	24522750	0
tblConstructionPhase	NumDays	440.00	1.00
tblConstructionPhase	NumDays	6,200.00	1.00
tblConstructionPhase	PhaseEndDate	1/19/2037	12/1/2022
tblConstructionPhase	PhaseEndDate	9/5/2033	12/1/2022
tblConstructionPhase	PhaseStartDate	5/15/2035	12/1/2022
tblConstructionPhase	PhaseStartDate	12/1/2009	12/1/2022
tblEnergyUse	LightingElect	741.44	0.00
tblEnergyUse	LightingElect	6.26	0.00
tblEnergyUse	NT24E	3,054.10	0.00
tblEnergyUse	NT24E	3.23	0.00
tblEnergyUse	NT24NG	4,831.00	0.00
tblEnergyUse	NT24NG	0.49	0.00
tblEnergyUse	T24E	35.05	0.00
tblEnergyUse	T24E	3.58	0.00
tblEnergyUse	T24NG	4,179.80	0.00
tblEnergyUse	T24NG	1.14	0.00

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFireplaces	NumberGas	10,293.50	0.00
tblFireplaces	NumberWood	605.50	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblOffRoadEquipment	UsageHours	7.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	7.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblSolidWaste	SolidWasteGenerationRate	5,570.60	0.00
tblSolidWaste	SolidWasteGenerationRate	1,067.57	0.00
tblTripsAndVMT	VendorTripNumber	1,461.00	0.00
tblTripsAndVMT	WorkerTripNumber	9,045.00	0.00
tblTripsAndVMT	WorkerTripNumber	1,809.00	0.00
tblVehicleTrips	CC_TL	8.40	27.57
tblVehicleTrips	CC_TTP	64.40	100.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TTP	16.60	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	7.60
tblVehicleTrips	HW_TTP	40.20	100.00

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	4.91	5.01
tblVehicleTrips	ST_TR	42.04	1.60
tblVehicleTrips	SU_TR	4.09	4.17
tblVehicleTrips	SU_TR	20.43	0.78
tblVehicleTrips	WD_TR	5.44	5.55
tblVehicleTrips	WD_TR	44.32	1.69
tblWater	IndoorWaterUseRate	789,015,250.28	0.00
tblWater	IndoorWaterUseRate	75,311,754.77	0.00
tblWater	OutdoorWaterUseRate	497,422,657.78	0.00
tblWater	OutdoorWaterUseRate	46,158,817.44	0.00
tblWoodstoves	NumberCatalytic	605.50	0.00
tblWoodstoves	NumberNoncatalytic	605.50	0.00

2.0 Emissions Summary

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	289.6861	11.4870	995.6818	0.0528		5.5409	5.5409		5.5409	5.5409	0.0000	1,799.1909	1,799.1909	1.7131	0.0000	1,842.0181
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	152.5581	143.1847	1,477.9377	3.1279	427.8317	1.8174	429.6491	114.0012	1.6927	115.6939		344,806.0828	344,806.0828	23.8016	14.3818	349,686.9080
Total	**442.2442**	**154.6717**	**2,473.6195**	**3.1807**	**427.8317**	**7.3583**	**435.1900**	**114.0012**	**7.2336**	**121.2348**	**0.0000**	**346,605.2736**	**346,605.2736**	**25.5147**	**14.3818**	**351,528.9260**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	289.6861	11.4870	995.6818	0.0528		5.5409	5.5409		5.5409	5.5409	0.0000	1,799.1909	1,799.1909	1.7131	0.0000	1,842.0181
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	152.5581	143.1847	1,477.9377	3.1279	427.8317	1.8174	429.6491	114.0012	1.6927	115.6939		344,806.0828	344,806.0828	23.8016	14.3818	349,686.9080
Total	**442.2442**	**154.6717**	**2,473.6195**	**3.1807**	**427.8317**	**7.3583**	**435.1900**	**114.0012**	**7.2336**	**121.2348**	**0.0000**	**346,605.2736**	**346,605.2736**	**25.5147**	**14.3818**	**351,528.9260**

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	12/1/2022	12/1/2022	5	1	
2	Architectural Coating	Architectural Coating	12/1/2022	12/1/2022	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48
Building Construction	Cranes	0	0.00	231	0.29
Building Construction	Forklifts	0	0.00	89	0.20
Building Construction	Generator Sets	0	0.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Building Construction	Welders	0	0.00	46	0.45

Trips and VMT

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Building Construction	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	152.5581	143.1847	1,477.9377	3.1279	427.8317	1.8174	429.6491	114.0012	1.6927	115.6939		344,806.0828	344,806.0828	23.8016	14.3818	349,686.9080
Unmitigated	152.5581	143.1847	1,477.9377	3.1279	427.8317	1.8174	429.6491	114.0012	1.6927	115.6939		344,806.0828	344,806.0828	23.8016	14.3818	349,686.9080

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	67,226.24	60,675.94	50543.51	176,702,260	176,702,260
Strip Mall	1,715.73	1,627.48	790.91	15,768,555	15,768,555
Total	68,941.97	62,303.42	51,334.42	192,470,815	192,470,815

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	7.60	5.90	8.70	100.00	0.00	0.00	100	0	0
Strip Mall	16.60	27.57	6.90	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Strip Mall	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356

5.0 Energy Detail

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	289.6861	11.4870	995.6818	0.0528		5.5409	5.5409		5.5409	5.5409	0.0000	1,799.1909	1,799.1909	1.7131	0.0000	1,842.0181
Unmitigated	289.6861	11.4870	995.6818	0.0528		5.5409	5.5409		5.5409	5.5409	0.0000	1,799.1909	1,799.1909	1.7131	0.0000	1,842.0181

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	259.9093					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	29.7769	11.4870	995.6818	0.0528		5.5409	5.5409		5.5409	5.5409		1,799.1909	1,799.1909	1.7131		1,842.0181
Total	**289.6861**	**11.4870**	**995.6818**	**0.0528**		**5.5409**	**5.5409**		**5.5409**	**5.5409**	**0.0000**	**1,799.1909**	**1,799.1909**	**1.7131**	**0.0000**	**1,842.0181**

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	259.9093					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	29.7769	11.4870	995.6818	0.0528		5.5409	5.5409		5.5409	5.5409		1,799.1909	1,799.1909	1.7131		1,842.0181
Total	**289.6861**	**11.4870**	**995.6818**	**0.0528**		**5.5409**	**5.5409**		**5.5409**	**5.5409**	**0.0000**	**1,799.1909**	**1,799.1909**	**1.7131**	**0.0000**	**1,842.0181**

7.0 Water Detail

7.1 Mitigation Measures Water

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

FFTOD Specific Plan: Operations - Mobile Sources Only

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	12,110.00	Dwelling Unit	318.68	12,110,000.00	34635
Strip Mall	1,016.73	1000sqft	23.34	1,016,730.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2035
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Mobile sources category only run.

Land Use - Entered all vehicle trips into two land uses for simplicity. All vehicles (non-trucks) entered into Apartments Mid Rise category and all truck trips entered in strip mall category.

Construction Phase - Mobile sources only run.

Off-road Equipment - Mobile sources only run.

Off-road Equipment - Mobile sources only run.

Trips and VMT - Mobile sources only run.

Architectural Coating - Mobile sources only run.

Vehicle Trips - Adjusted trip rates and trip lengths to match Total VMT and total daily trips per Fehr & Peers traffic study.

Woodstoves - Mobile sources only run.

Area Coating - Mobile sources only run.

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Energy Use - Mobile sources only run.

Water And Wastewater - Mobile sources only run.

Solid Waste - Mobile sources only run.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	508,365.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	1,525,095.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	8,174,250.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	24,522,750.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	508365	0
tblAreaCoating	Area_Nonresidential_Interior	1525095	0
tblAreaCoating	Area_Residential_Exterior	8174250	0
tblAreaCoating	Area_Residential_Interior	24522750	0
tblConstructionPhase	NumDays	440.00	1.00
tblConstructionPhase	NumDays	6,200.00	1.00
tblConstructionPhase	PhaseEndDate	1/19/2037	12/1/2022
tblConstructionPhase	PhaseEndDate	9/5/2033	12/1/2022
tblConstructionPhase	PhaseStartDate	5/15/2035	12/1/2022
tblConstructionPhase	PhaseStartDate	12/1/2009	12/1/2022
tblEnergyUse	LightingElect	741.44	0.00
tblEnergyUse	LightingElect	6.26	0.00
tblEnergyUse	NT24E	3,054.10	0.00
tblEnergyUse	NT24E	3.23	0.00
tblEnergyUse	NT24NG	4,831.00	0.00
tblEnergyUse	NT24NG	0.49	0.00
tblEnergyUse	T24E	35.05	0.00
tblEnergyUse	T24E	3.58	0.00
tblEnergyUse	T24NG	4,179.80	0.00
tblEnergyUse	T24NG	1.14	0.00

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblFireplaces	NumberGas	10,293.50	0.00
tblFireplaces	NumberWood	605.50	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblOffRoadEquipment	UsageHours	7.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	7.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblSolidWaste	SolidWasteGenerationRate	5,570.60	0.00
tblSolidWaste	SolidWasteGenerationRate	1,067.57	0.00
tblTripsAndVMT	VendorTripNumber	1,461.00	0.00
tblTripsAndVMT	WorkerTripNumber	9,045.00	0.00
tblTripsAndVMT	WorkerTripNumber	1,809.00	0.00
tblVehicleTrips	CC_TL	8.40	27.57
tblVehicleTrips	CC_TTP	64.40	100.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TTP	16.60	0.00
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TTP	40.60	0.00
tblVehicleTrips	HS_TTP	19.20	0.00
tblVehicleTrips	HW_TL	14.70	7.60
tblVehicleTrips	HW_TTP	40.20	100.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	4.91	5.01
tblVehicleTrips	ST_TR	42.04	1.60
tblVehicleTrips	SU_TR	4.09	4.17
tblVehicleTrips	SU_TR	20.43	0.78
tblVehicleTrips	WD_TR	5.44	5.55
tblVehicleTrips	WD_TR	44.32	1.69
tblWater	IndoorWaterUseRate	789,015,250.28	0.00
tblWater	IndoorWaterUseRate	75,311,754.77	0.00
tblWater	OutdoorWaterUseRate	497,422,657.78	0.00
tblWater	OutdoorWaterUseRate	46,158,817.44	0.00
tblWoodstoves	NumberCatalytic	605.50	0.00
tblWoodstoves	NumberNoncatalytic	605.50	0.00

2.0 Emissions Summary

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	51.1555	1.4359	124.4602	6.6000e-003		0.6926	0.6926		0.6926	0.6926	0.0000	204.0248	204.0248	0.1943	0.0000	208.8813
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	25.9297	24.9917	256.2714	0.5451	72.3522	0.3131	72.6653	19.3094	0.2916	19.6010	0.0000	54,510.7095	54,510.7095	3.7070	2.2623	55,277.5407
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**77.0852**	**26.4276**	**380.7316**	**0.5517**	**72.3522**	**1.0057**	**73.3579**	**19.3094**	**0.9842**	**20.2936**	**0.0000**	**54,714.7343**	**54,714.7343**	**3.9013**	**2.2623**	**55,486.4220**

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	51.1555	1.4359	124.4602	6.6000e-003		0.6926	0.6926		0.6926	0.6926	0.0000	204.0248	204.0248	0.1943	0.0000	208.8813
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	25.9297	24.9917	256.2714	0.5451	72.3522	0.3131	72.6653	19.3094	0.2916	19.6010	0.0000	54,510.7095	54,510.7095	3.7070	2.2623	55,277.5407
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**77.0852**	**26.4276**	**380.7316**	**0.5517**	**72.3522**	**1.0057**	**73.3579**	**19.3094**	**0.9842**	**20.2936**	**0.0000**	**54,714.7343**	**54,714.7343**	**3.9013**	**2.2623**	**55,486.4220**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	12/1/2022	12/1/2022	5	1	
2	Architectural Coating	Architectural Coating	12/1/2022	12/1/2022	5	1	

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	0.00	78	0.48
Building Construction	Cranes	0	0.00	231	0.29
Building Construction	Forklifts	0	0.00	89	0.20
Building Construction	Generator Sets	0	0.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	0.00	97	0.37
Building Construction	Welders	0	0.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Building Construction	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Building Construction - 2022

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

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

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Building Construction - 2022

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

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

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Architectural Coating - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Unmitigated Construction Off-Site

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction Off-Site

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

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	25.9297	24.9917	256.2714	0.5451	72.3522	0.3131	72.6653	19.3094	0.2916	19.6010	0.0000	54,510.7095	54,510.7095	3.7070	2.2623	55,277.5407
Unmitigated	25.9297	24.9917	256.2714	0.5451	72.3522	0.3131	72.6653	19.3094	0.2916	19.6010	0.0000	54,510.7095	54,510.7095	3.7070	2.2623	55,277.5407

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	67,226.24	60,675.94	50543.51	176,702,260	176,702,260
Strip Mall	1,715.73	1,627.48	790.91	15,768,555	15,768,555
Total	68,941.97	62,303.42	51,334.42	192,470,815	192,470,815

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	7.60	5.90	8.70	100.00	0.00	0.00	100	0	0
Strip Mall	16.60	27.57	6.90	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356
Strip Mall	0.521751	0.069666	0.195621	0.127727	0.025243	0.007470	0.011807	0.007489	0.000930	0.000550	0.027635	0.000756	0.003356

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	51.1555	1.4359	124.4602	6.6000e-003		0.6926	0.6926		0.6926	0.6926	0.0000	204.0248	204.0248	0.1943	0.0000	208.8813
Unmitigated	51.1555	1.4359	124.4602	6.6000e-003		0.6926	0.6926		0.6926	0.6926	0.0000	204.0248	204.0248	0.1943	0.0000	208.8813

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	47.4334					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.7221	1.4359	124.4602	6.6000e-003		0.6926	0.6926		0.6926	0.6926	0.0000	204.0248	204.0248	0.1943	0.0000	208.8813
Total	**51.1556**	**1.4359**	**124.4602**	**6.6000e-003**		**0.6926**	**0.6926**		**0.6926**	**0.6926**	**0.0000**	**204.0248**	**204.0248**	**0.1943**	**0.0000**	**208.8813**

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	47.4334					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.7221	1.4359	124.4602	6.6000e-003		0.6926	0.6926		0.6926	0.6926	0.0000	204.0248	204.0248	0.1943	0.0000	208.8813
Total	**51.1556**	**1.4359**	**124.4602**	**6.6000e-003**		**0.6926**	**0.6926**		**0.6926**	**0.6926**	**0.0000**	**204.0248**	**204.0248**	**0.1943**	**0.0000**	**208.8813**

7.0 Water Detail

7.1 Mitigation Measures Water

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

FFTOD Specific Plan: Operations - Mobile Sources Only - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

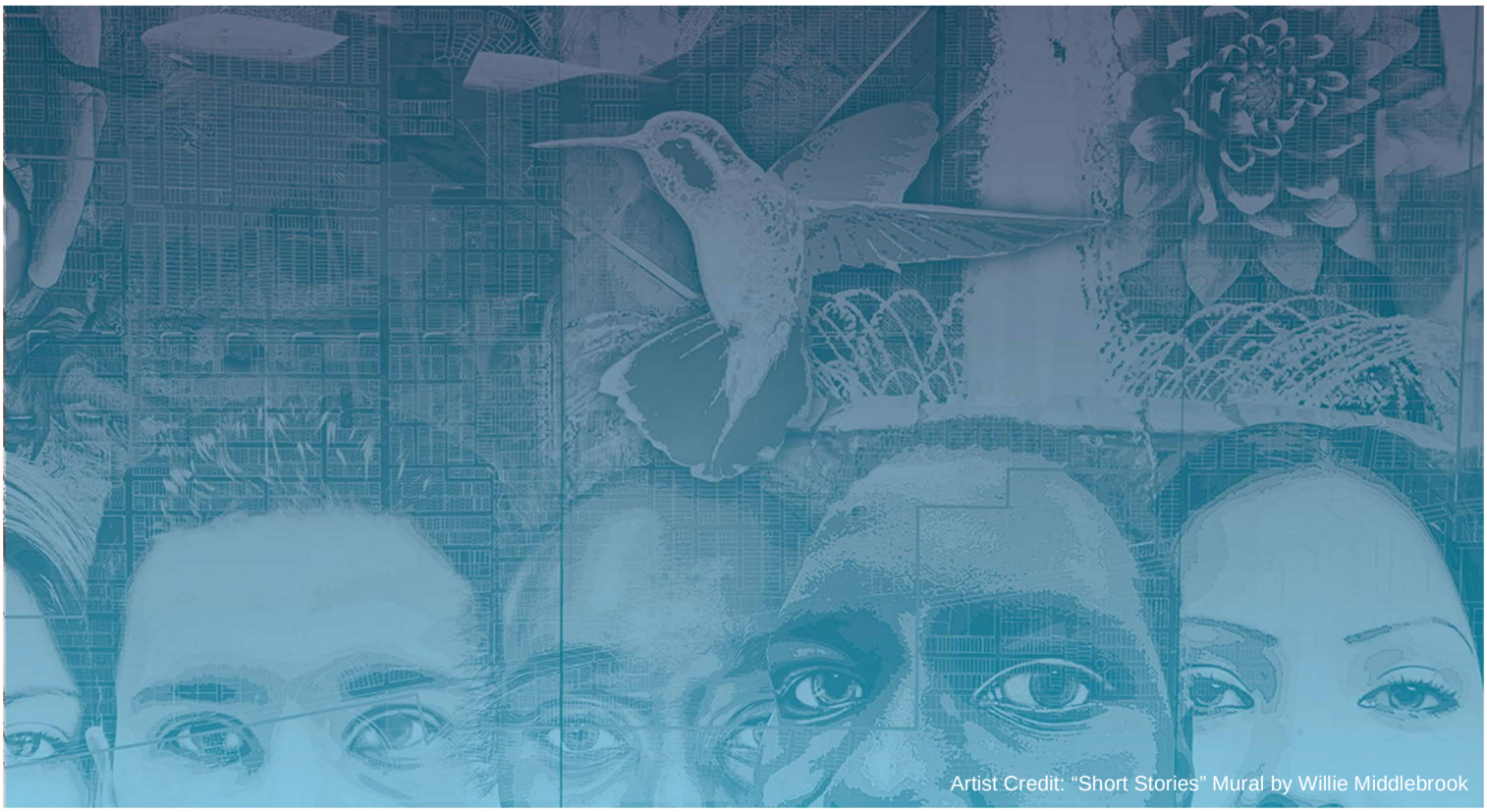
User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX C

CULTURAL RESOURCES TECHNICAL REPORT



Artist Credit: “Short Stories” Mural by Willie Middlebrook

Cultural Resources Technical Report

Slauson Station TOC Specific Plan, aka Florence-Firestone TOD Specific Plan

Public Review Draft
September 2021

Prepared for:

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1.0 INTRODUCTION

This technical report addresses the potential impacts of the Florence-Firestone Transit Oriented District (TOD) Specific Plan (FFTOD Specific Plan) on cultural and paleontological resources. It describes the environmental setting for cultural and paleontological resources and tribal cultural resources, the applicable regulatory framework, impacts of the project, and mitigation measures to reduce significant impacts.

Cultural resources are defined as prehistoric and historic sites, structures, districts, and landscapes, or any other physical evidence associated with human activity considered important to a culture, subculture, or community for scientific, traditional, religious, or any other reason. Under the California Environmental Quality Act (CEQA), although not associated with past human activity, paleontological resources are included under cultural resources. For analysis purposes, cultural resources may be categorized into four groups: archaeological resources, historic resources (including architectural/engineering resources), Native American resources (although these may also be considered subsets of archaeological or historic resources), and paleontological resources.

Archaeological resources are places where human activity has measurably altered the earth or left deposits of physical remains. Archaeological resources may be either prehistoric-era (before European contact) or historic-era (after European contact). The majority of such places in California are associated with either Native American or Euro-American occupation of the area. The most frequently encountered prehistoric or historic Native American archaeological sites are village settlements with residential areas and sometimes cemeteries; temporary camps where food and raw materials were collected; smaller, briefly occupied sites where tools were manufactured or repaired; and special-use areas such as caves, rock shelters, and rock art sites. Historic-era archeological sites may include foundations or features such as privies, corrals, and trash dumps.

Historic resources include standing structures, infrastructure, and landscapes of historic or aesthetic significance that are generally 50 years of age or older. In California, historic resources considered for protection tend to focus on architectural sites dating from the Spanish Period (1529-1822) through World War II (WWII) and post-war era facilities; however, some resources may have achieved significance within the past 50 years if they meet the criteria for exceptional significance. Historic resources are often associated with archaeological deposits of the same age.

Paleontology is a branch of geology that studies the life forms of the past, especially prehistoric life forms, through the study of plant and animal fossils. Paleontological resources represent a limited, nonrenewable, and impact-sensitive scientific and educational resource. As defined in this technical report, paleontological resources are the fossilized remains or traces of multi-cellular invertebrate and vertebrate animals and multi-cellular plants, including their imprints from a previous geologic period. Fossil remains such as bones, teeth, shells, and leaves are found in the geologic deposits (rock formations) where they were originally buried. Paleontological resources include not only the actual fossil remains, but also the collecting localities, and the geologic formations containing those localities.

Tribal cultural resources can include—but are not limited to—archaeological resources, rock art, and the prominent topographical areas, features, habitats, plants, animals, and minerals that contemporary Native Americans value and consider essential for the preservation of their

traditional values. These locations are sometimes difficult to define and traditional culture often prohibits Native Americans from sharing these locations with the public.

2.0 ENVIRONMENTAL SETTING

2.1 PALEONTOLOGICAL SETTING

The entire FFTOD Specific Plan Area is mapped as Quaternary alluvium (Qa). This geologic unit consists of unconsolidated alluvial gravel, sand, and clay, mostly eroded from the Santa Monica Mountains and deposited by the Los Angeles River and its tributaries (Dibblee and Minch 2007; Jennings 1962). These younger Quaternary deposits date to the Holocene and are therefore too young to typically contain significant fossil deposits. Recent younger Quaternary alluvial deposits in the Los Angeles Basin can be up to 200 feet thick (Yerkes et al. 1965).

Older Quaternary alluvial deposits are anticipated to exist below the younger Quaternary alluvium at unknown depths. These deposits are not easily differentiated from the recent deposits that overlie them. Undisturbed older Quaternary alluvial deposits have yielded significant fossils throughout the Los Angeles Basin, including microfossils and fossil megafauna. Older Quaternary alluvial deposits close to the surface are typically considered of low sensitivity for significant fossils due to chemical and mechanical weathering, bioturbation, and anthropogenic disturbances. However, the sensitivity of undisturbed older Quaternary alluvial deposits for significant fossils is considered moderate to high, even at moderate depths, and increases with depth.

2.2 CULTURAL SETTING

2.2.1 Prehistoric Setting

Southern California is known to have been inhabited by native peoples at least 13,000 years Before Present (B.P.) (Arnold et al. 2004). The first evidence of human occupation in the Los Angeles area dates to at least 9000 B.P. and is associated with a period known as the Millingstone Cultural Horizon (Wallace 1955; Warren 1968). Millingstone populations established permanent settlements that were located primarily on the coast and in the vicinity of estuaries, lagoons, lakes, streams, and marshes where a variety of resources, including seeds, fish, shellfish, small mammals, and birds, were exploited. Early Millingstone occupations are typically identified by the presence of handstones (manos) and millingstones (metates), while those Millingstone occupations dating after 5000 B.P. contain a mortar and pestle complex as well, signifying the exploitation of acorns in the region.

Although many aspects of Millingstone culture persisted, by 3500 B.P., a number of socioeconomic changes occurred which are associated with the period known as the Intermediate Horizon (Erlandson 1994; Wallace 1955; Warren 1968). Increasing population size required new technological innovations, such as the circular shell fishhook, the mortar and pestle, dart and atlatl, to maximize extraction of terrestrial and marine resources, resulting in a more diverse hunting capability (Erlandson 1994). The Intermediate Horizon marks a period during which specialization in labor emerged, trading networks became an increasingly important means by which both utilitarian and nonutilitarian materials were acquired, and travel routes were extended.

The Late Prehistoric period, spanning from approximately 1500 B.P. to the Spanish mission era, is the period associated with the florescence of contemporary Native American groups. Native American villages were reported to have been most abundant near major rivers. But historically the region's major rivers frequently shifted their channels due to seasonal flooding as they wound through the Los Angeles Basin (Gumprecht 1999). A relict channel of the Los Angeles River, known in the nineteenth century as Arroyo del Pueblo, appears on the 1896 Downey 1:62500 USGS map less than 0.75-mile east of the FFTOD Specific Plan Area (USGS 1896).

The closest documented ethnohistoric site to the FFTOD Specific Plan Area is Tajauta. Tajauta is believed to have been a rancheria or small village situated beside a spring on what later became the Rancho Tajauta. The place name is associated with a landform consisting of a low rise between two watercourses on which three Native American archaeological sites have been documented. The Anastasio Avila adobe was also formerly situated on this landform, on the approximate location of today's Imperial Courts public housing complex, in the Watts neighborhood of the City of Los Angeles. The landform overlapped the boundary of the Cities of Lynwood, Los Angeles, and South Gate, and unincorporated LA County. The northernmost part of the landform is approximately 0.5-mile south of the southern boundary of the FFTOD Specific Plan Area (Beherec 2020:88-91; King 1993; McCawley 1996:57).

2.2.2 Historic Setting

2.2.2.1 Spanish Period

Spanish explorers made brief visits to Gabrieleno territory in both 1542 and 1602; on both occasions, the two groups exchanged trade items. Sustained contact with Europeans did not commence until after 1769, when Gaspar de Portolá and a small Spanish contingent explored the California coast from San Diego to Monterey. A string of 21 missions was established in the years that followed the Portolá expedition, including Mission San Gabriel Archangel in 1771 and Mission San Fernando Rey in 1797. By the early 1800s, the majority of the surviving Gabrieleno population had entered the mission system.

On September 4, 1781, El Pueblo de La Reina de Los Angeles was established; by 1786, the flourishing pueblo attained self-sufficiency, and funding by the Spanish government ceased (Gumprecht 1999). While the Spanish missions and pueblos developed in the 1780s, the Spanish crown also rewarded land grants to veterans of the California occupation army. Between 1784 and 1821, the development of ranchero society and land use under the Spanish distributed some of the best agricultural and ranching lands in California to private individuals. At least 30 ranchos and land concessions were granted, under conditions of settlement to occupy and use the land (Robinson 1948). The first was the 75,000-acre Rancho San Pedro, provisionally granted to Juan Jose Dominguez in 1784.

2.2.2.2 Mexican Period

Alta California became a state when Mexico won its independence from Spain in 1821. The authority of the California missions gradually declined, culminating with their secularization in 1834. Native Americans who had become dependent on the missions were disenfranchised and most Gabrieleno neophytes either fled to the north or sought work as laborers from nearby private landowners. Former mission lands were quickly divided and granted to private citizens for use as agricultural and pastoral land (Reid 1939 [1852]).

After 1834, the subdivision of lands into ranchos accelerated. As the possibility of a takeover of California by the United States (U.S.) loomed in the 1840s, Governor Pio Pico increased the number of land grants in a last-ditch effort to keep the land in Mexican hands. More than 600 rancho grants were made between 1833 and 1848.

In 1843, Governor Manuel Micheltorena granted one square league of land, including what would become Watts and Willowbrook, to Anastasio Avila (or Abila). As finally confirmed by the terms of the Treaty of Guadalupe Hidalgo, the grant was bounded roughly by the present-day streets of Manchester Avenue/Firestone Boulevard to the north, Rosecrans Boulevard to the south, Central Avenue to the west, and Alameda Street to the east; therefore, the area partially overlapped the FFTOD Specific Plan Area. The actual land grant was much larger and extended from the western border of Lugo's Rancho San Antonio all the way to the eastern border of Rancho Sausal Redondo in modern-day Inglewood, the property of Anastasio Avila's son, Antonio Ygnacio Avila. A surviving Diseño del Rancho Tajauta shows that, as it was originally granted, the rancho included the heights in the vicinity of today's Westmont and West Athens (Adler 1977; U.S. District Court [California: Southern District] 1854).

2.2.2.3 American Period

The U.S. took control of California after the Mexican–American War of 1846 and seized Monterey, San Francisco, San Diego, and Los Angeles (then the state capital) with little resistance. Local unrest soon bubbled to the surface, and Los Angeles slipped from U.S. control in 1847. Hostilities officially ended with the signing of the Treaty of Guadalupe Hidalgo in 1848; the U.S. agreed to pay Mexico $15 million for the conquered territory that included California, Nevada, Utah, and parts of Colorado, Arizona, New Mexico, and Wyoming. The conquered territory represented nearly half of Mexico's pre-1846 holdings. California joined the U.S. in 1850 as the 31st state (Wilkman and Wilkman 2006:15).

The discovery of gold in California led to an enormous influx of American citizens in the 1850s and 1860s, and these settlers rapidly displaced the old rancho families. Newcomers continued to pour into Los Angeles and the population nearly doubled between 1870 and 1880. The completion of the second transcontinental line, the Santa Fe, took place in 1886 causing a fare war that drove fares to an unprecedented low. More settlers continued to head west and the demand for real estate skyrocketed. The city's population rose from 11,000 in 1880 to 50,000 by 1890 (Meyer 1981:45).

The beginning of the twentieth century saw the florescence of a uniquely suburban metropolis, where a vast network of residential communities overshadowed city centers, the single-family home was valued over the high-rise, and private space took precedence over public space (Hawthorne 2006). The pleasant Mediterranean climate and development of industries, including the war industry and the movie industry, brought jobs and people to the greater Los Angeles area. Inexpensive automobiles gained popularity in the 1920s, soon creating tremendous congestion in the centers of cities and necessitating alternate transportation routes. The Arroyo Seco Parkway, connecting Los Angeles to Pasadena, was among the earliest "express auto highways" in the U.S., opening in December 1940 (Balzar 2006). Dozens of freeways were constructed in the post-war era, radically altering the character of Los Angeles by simultaneously dividing local neighborhoods and connecting outlying communities.

During the first 3 decades of the twentieth century, more than 2 million people moved to LA County, transforming it from a largely agricultural region into a major metropolitan area. By 1945, Los Angeles had

undertaken 95 annexations, expanding from a 28-square-mile agrarian pueblo into a densely populated city covering more than 450 square miles (Robinson 1979:245).

2.2.2.4 Florence-Firestone Community History

The following is excerpted from the 2019 *Florence-Firestone Community Plan* (County of Los Angeles 2019):

> *Turn of the Century*
>
> The area that is now Florence-Firestone once contained farmland that yielded abundant crops of sweet potatoes, grain, and corn watered by artesian wells. Grape vineyards were common, as were eucalyptus groves planted for firewood. Farms in the area ranged in size from 40 to several hundred acres.
>
> In 1869, a rail line paralleling Alameda Street from Los Angeles to Wilmington was completed by the Southern Pacific Railroad. In 1876, the trans-continental rail line was completed, connecting the area to the nationwide rail system. The unincorporated districts of Florence and Graham were established as outposts along these rail lines. Southern Pacific and Pacific Electric Railroads had stops along Florence Avenue and Graham Avenue. The name Florence- Firestone may have originated from these outposts. In 1877, the first post office in Florence-Firestone was established. With the construction of the Pacific Electric inter-urban line red cars, which ran from Los Angeles to Long Beach along Graham Avenue, the area had additional regional rail connections by 1902.
>
> Development initially occurred around the rail and streetcar lines. During the 1800s and early 1900s, development was concentrated between Compton Avenue and Alameda Street. In the 1920s, the community started spreading eastward and westward and was almost completely built out by the 1940s. The 1960 Census indicated that 72% of all housing in the community was constructed before 1940. Many of the structures built between the 1920s and 1940s remain today.
>
> Portions of Florence-Firestone have, in previous times, been identified by different place names. Graham, Starks Palm, Central Gardens, Roosevelt Park, Gage-Holmes and Firestone Park Zoned Districts were all named after previously existing neighborhoods in Florence-Firestone. Watts, an adjacent community to the south, was incorporated as an independent city in 1907 and was annexed to the City of Los Angeles in 1926.
>
> *Early 1900's*
>
> The rail line and proximity to ocean ports made Florence-Firestone and its surrounding areas an ideal location for factories, with abundant manufacturing jobs in the early 1920s. Goodyear Tire Company opened in 1920 on Central Avenue in the City of Los Angeles near the community's boundary. In 1927 Firestone Tire and Rubber Manufacturers opened a plant at the intersection of Firestone Boulevard and Alameda Street in South Gate also near the community's boundary.

At its peak, Goodyear Tire employed over 2,500 people and operated 24 hours a day. In addition to the tire and rubber plants, steel manufacturers, automobile assembly plants, derrick and equipment companies, and other manufacturing companies provided a variety of good jobs for the community. This in turn supported a vibrant commercial district, with three movie theaters opening in the community in the 1930s, two on Florence Avenue and one on Compton Avenue. The onset of World War II brought additional manufacturing jobs to the area with the growth of the defense industry. However, after World War II the defense industry declined and manufacturers transitioned to the auto industry.

Post War II Years

In 1948, the "whites-only" housing covenants were lifted in the Los Angeles area and African-Americans began to purchase and rent homes in the recently desegregated parts of the community. Racial tensions began to grow, eventually leading to violence in the 1950's when white residents bombed, fired into, or burned crosses on the lawns of African-Americans' homes. In response, African-American boys formed clubs for protection and the first gangs were established.

In the 1960s, the community was affected by deindustrialization. Factories began to move to outlying areas where there was more space, cheaper land, and less of the perceived social ills of the urban core. Residents and retail establishments followed, resulting in lower rents in the community. The job base, once supported by a strong manufacturing presence, shifted increasingly to lower-wage, service-sector jobs with less stable local employment options. At the same time, the community underwent its first major demographic shift.

Between 1950 and 1965 the African-American population increased from 18% to 57% of the total population. The 1960s was also a time of civil unrest surrounding the Civil Rights Movement and protest against the Vietnam War. In Los Angeles, racial tensions stemming from racial injustices, discrimination, and economic hardship led to the Watts Riot of 1965.

Recent Development

Deindustrialization continued into the 1970s and 1980s, resulting in widespread unemployment in the area. The Goodyear and Firestone plants closed in 1982, leading to a massive loss of jobs.

In the 1980s and 1990s, there were significant population shifts in Florence-Firestone spurred by immigration from South and Central America. People of Hispanic origin represented 61% of the population in 1980, 77% in 1990, 86% in 2000, and 91% in 2016. The African-American population in Florence-Firestone declined from 60% in the 1960s to 9% by 2016.

The commercial and industrial makeup of the community changed as well. Unable to compete with new, outlying industrial parks in suburban locations, industry and jobs continued to decline. Physical constraints, such as narrow or shallow lot depths, and competition from large shopping malls further contributed to the

decline of Florence-Firestone's historical commercial corridors. The effects can still be seen today with an increasing vacancy rate, closed storefronts, vacant lots, and abandoned buildings. Although, the lower commercial rents have enabled the establishment of small, locally-owned businesses.

Florence-Firestone has been the subject of several studies and reports conducted by LA County, dating back to the 1970s. In 1970 and 1971, the community was one of two Model Neighborhoods under LA County's Model Cities program administered by the Department of Urban Affairs. This program sought to coordinate urban services. A community plan background study and staff report was developed in 1971, with the intention to adopt a community plan. However, the community plan was not adopted at the time, perhaps due to the proposal to construct two freeways through the community, the east-west Route 90 along Slauson Avenue and the north-south Route 47 along Industrial Avenue. These freeways were not built and the community plan was also not finalized.

In 1990, the Los Angeles Metropolitan Transit Authority (MTA) opened the 22-mile Metro A Line (previously Metro Blue Line), connecting Downtown Los Angeles and the City of Long Beach. The Metro A Line is the system's first and longest rail line. The Metro A Line runs through the community, with three stops located at Slauson, Florence, and Firestone. The line provides an important north-south connection to jobs and opportunities throughout the Los Angeles region. At a total cost of $877 million, the Metro A Line represents the most recent major infrastructure investment in the community.

In 1992, South Central Los Angeles was affected by civil unrest that occurred in part as a response to the acquittal of four police officers accused of beating Rodney King. The six days of unrest that followed were also a result of widespread structural inequalities, including economic disparity, poverty, high unemployment, as well as a nationwide recession and breakdown of social institutions. In Florence-Firestone, several businesses suffered considerable damage, with losses concentrated heavily in commercial areas along major corridors, especially on Florence and Central Avenues.

In 2002, in an effort to improve services to the community, LA County formed the Florence-Firestone Community Enhancement Team (FFCET). Comprised of staff from various County agencies, collaborators from the community, nonprofit organizations, and other stakeholders, the FFCET sought to provide integrated services and prioritize service enhancements. The FFCET provided a forum for community members and County service providers to come together to discuss issues, identify solutions, and work together for the betterment of the community. Completed projects initiated by the FFCET include: expansion of park youth programs; initiation of a Sheriff's Special Enforcement Team to abate gang violence; publication of a resource guide, the Community Connection; coordination of street sweeping, garbage collection, and parking enforcement; installation of roadway and pedestrian lighting and 1,450 new street name signs; formation of the first unincorporated area Business Improvement District; formation of a Community Standards District; and enhancement of code enforcement efforts.

> In 2010, the County opened the newly renovated Florence-Firestone Service Center. The center provides comprehensive social services to neighborhood residents which include elderly care, emergency food assistance, internship opportunities, and mediation and conflict resolution. Many County departments and other public and private agencies have satellite offices at the center.

The Black community in Los Angeles has been shaped and reshaped by successive influxes of migrants from other states since 1781 (City of Los Angeles 2018). Though remaining a small part of the total Los Angeles population, from 1890 to 1900 the Black population grew by almost 40% from 1,258 to 2,131 as the general population grew by almost 51% to 102,479 (City of Los Angeles 2018).

In the 1950s, the identity of the area south of downtown transitioned from multiethnic/multiracial eastside to nearly all-Black (Grimes 2009). The middle-class Black community began moving out of the Central Avenue vicinity into contiguous neighborhoods to the west and south to what became commonly known as “South Central" (Grimes 2009). This area included the neighborhoods of Avalon, South Vermont, and Watts, and the unincorporated communities of Florence, Westmont and Willowbrook. In the 1950s, Blacks who settled here were both blue-collar and professionals (Grimes 2009). South Central Los Angeles was historically at the heart of the Black community in Los Angeles (Taniguchi 2004). Central Avenue was considered a hot spot for the jazz scene during its heyday from the 1920s to the 1950s (Taniguchi 2004). The construction of the Harbor Freeway starting from the mid-1950s contributed to changes to the tight-knit nature of the community and an economic downturn for the area.

By the 1970s, many of the blue-collar jobs in South Central closed due to international competition and the employment opportunities they once provided moved overseas or disappeared (City of Los Angeles 2018). The narrowing of industrial employment impacted all American workers but especially Black workers (City of Los Angeles 2018). New manufacturing jobs were developing but because of the continued housing discrimination in the suburbs, inadequate training and education, and poor transportation, the economic opportunities for many working-class Blacks were stymied (City of Los Angeles 2018). Their segregation became more entrenched in the neighborhoods of South Los Angeles (City of Los Angeles 2018).

2.2.2.5 Florence-Firestone Community Resource Types

The FFTOD Specific Plan Area largely comprises single-family residential neighborhoods. The neighborhoods in Florence and Graham/ Firestone Park feature concentrations of early twentieth century single-family residences interspersed with commercial and industrial corridors. These neighborhoods developed primarily due to their proximity to historic streetcar routes. Though they were near streetcar lines, these neighborhoods often featured accommodation for automobiles, such as detached garages and paved driveways.

Many of the residential buildings in the FFTOD Specific Plan Area have been altered over time with changes such as replacement windows and doors, stucco finish over original wall cladding materials, and the removal of features such as window surrounds and trim.

Multifamily residences in the FFTOD Specific Plan Area are intermittently situated in predominantly single-family residential neighborhoods. Multifamily development typically consists of duplexes, fourplexes, and small apartment buildings. Scattered throughout the FFTOD

Specific Plan Area are bungalow courts from the early twentieth century, designed in a variety of popular architectural styles including craftsman and mission revival.

Commercial property types are found on the major thoroughfares running north-south along Compton Avenue and east-west along Slauson Avenue, Florence Avenue, Nadeau Street, and Firestone Boulevard. The commercial buildings included one- and two-story commercial block buildings and mid-twentieth century storefronts. The historic-period industrial development in the FFTOD Specific Plan Area is largely concentrated along Maie Avenue and Wilmington Avenue and includes factories, warehouses, and storage sites.

The FFTOD Specific Plan Area also has a number of institutional property types. These properties include churches, schools, and government buildings such as the Century Sheriff's Youth Activity League, the Los Angeles County Probation Building, and the Los Angeles County Department of Public Social Services.

2.2.3 Tribal Cultural Setting

The FFTOD Specific Plan Area is within the present-day Los Angeles Basin, which is associated with the traditional territory of the prehistoric and protohistoric Native American populations generally referred to as the Gabrieleno/Tongva. The Gabrieleno/Tongva society is identified by Late Prehistoric/Protohistoric ethnographic records, and archaeological data identify Late Prehistoric occupation of Southern California. The term Gabrieleno refers to Native American populations that were under the jurisdiction of the Mission San Gabriel de Archangel. Mission San Gabriel serviced the entire Los Angeles Basin and into the San Bernardino area. The present-day city of Los Angeles is somewhat centrally situated in the ethnographic boundaries for the Gabrieleno, and the core area of the Los Angeles Basin was the site of the historical city of Los Angeles and the ethnographic village of Yangna. Following the founding of the Pueblo de Los Angeles, a large Catholic church (Church of Our Lady the Queen of the Angels) was constructed to service the small but sedentary population of the pueblo, including Native Americans and early European settlers (primarily Spanish/Mexican, but also many others). Evidence of the prehistoric occupation of the area, including the village of Yangna, has been sporadically identified, and the native populations became known as Gabrielenos. The FFTOD Specific Plan Area is in the southern areas of Gabrieleno territory (DRP 2018).

2.3 EXISTING CULTURAL RESOURCES

2.3.1 Records Search Results

A records search for the FFTOD Specific Plan Area was conducted on May 13, 2021, at the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC) at the California State University, Fullerton. The records search included a review of all recorded resources including archaeological sites and built-environment resources within the entire FFTOD Specific Plan Area, as well as a review of cultural resource reports on file. The archival research included review of previously recorded archaeological site records and reports, historic site and property inventories, and historic maps. Inventories of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Office of Historic Preservation's Built Environment Resources Directory (BERD), California Historical Landmarks and Points of Interest, and the list of City of Los Angeles Historic-Cultural

Monuments (LAHCMs) were also reviewed to identify cultural resources within the FFTOD Specific Plan Area.

2.3.1.1 Previous Cultural Resources Investigations Reports

A total of 44 previous cultural resources investigations documented at the SCCIC have been conducted within the FFTOD Specific Plan Area (Table 2-1). These investigations include surveys, records searches, and submissions.

Table 2-1: Previous Cultural Resources Investigations Conducted in the FFTOD Specific Plan Area

Author	Report #	Title	Date
Wlodarski, Robert J.	LA-02577	Results of a Records Search Phase Conducted for the Proposed Alameda Corridor Project, LA County California	1992
Wlodarski, Robert J.	LA-02644	Results of a Phase 1 Archaeological Study for the Proposed Alameda Transportation Corridor Project, LA County, California	1992
Anonymous	LA-02950	Consolidated Report: Cultural Resources Studies for the Proposed Pacific Pipeline Project	1992
Maki, Mary K	LA-03036	A Phase 1 Cultural Resources Survey of 0.66-acre at 2004 E. 88th Street, LA County, California	1994
Maki, Mary K	LA-04004	Negative Phase 1 Archaeological Survey for the 2nd District Infill Housing Project/ #g89203 at 6024 South Hooper Avenue, LA County, California	1998
Anonymous	LA-04097	Council District Nine Revitalization/recovery Program Final Environmental Impact Report	1995
Unknown	LA-04470	Negative Phase I Archaeological Survey and Impact Assessment of .65 Acre for the Latchford Glass Phase II Project LA County, California	1999
Starzak, Richard	LA-04625	Historic Property Survey Report for the Proposed Alameda Corridor from the Ports of Long Beach and Los Angeles to Downtown Los Angeles in LA County, California	1994
Maki, Mary K.	LA-04737	Negative Phase I Archaeological Survey and Impact Assessment of .9 Acres for the 7300 Roseberry Avenue Housing Project CDC Project No. JJ7101, HMD001, G89101, Florence, LA County, California	1999
Ashkar, Shahira	LA-04834	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Anaheim, LA and Orange Counties	1999
Science Applications International Corporation	LA-04836	Phase 1 Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project	2000
Maki, Mary K.	LA-05572	Negative Phase 1 Archaeological Survey and Impact Assessment of Approximately 0.5 Acre for the Holmes Childcare Center Project 6122 Holmes Avenue Florence, LA County, California	2000
Wells, Helen Fairman	LA-05577	Phase 1 Cultural Resources Investigation of Franklin Delano Roosevelt Park LA County, California	1996
Duke, Curt	LA-05685	Cultural Resource Assessment Cingular Wireless Facility No. Sm 066-03 LA County, California	2002
Maki, Mary K.	LA-07059	Phase 1 Archaeological Survey Report of 1.64 Acres for the Gage Village Housing Development Project Gage Avenue, Florence, LA County, California	2003
Marvin, Judith and Curt Duke	LA-07068	Cultural Resource Assessment AT&T Wireless Services Facility No. 04095a LA County, California	2002
Bonner, Wayne H.	LA-07405	Records Search Results and Site Visit for Sprint Telecommunications Facility Candidate LA60XC157A (Florence Verizon) 7200 South Central Avenue, Los Angeles, LA County, California	2004

Author	Report #	Title	Date
Bonner, Wayne H.	LA-07625	Cultural Resources Records Search and Site Visit Results for Sprint Facility Candidate LA70XC112B (Mercado Del Pueblo), 6270 Wilmington Avenue, LA County, California	2005
Bonner, Wayne H.	LA-07627	Records Search Results and Site Visit for Sprint Telecommunications Facility Candidate LA60X180C (Mitchell) 7702 Maie Avenue, Los Angeles, LA County, California	2004
Bonner, Wayne H.	LA-07637	Cultural Resources Records Search Results and Site Visit for T-Mobile USA Candidate LA03051A (California Body Shop), 9303 South Alameda Street, Los Angeles, LA County, California	2006
Bonner, Wayne H.	LA-07638	Cultural Resources Records Search Results and Site Visit for T-Mobile USA Candidate LA03341C (Naomi SCE Substation), 7101 Compton Avenue, Los Angeles, LA County, California	2006
Bonner, Wayne H.	LA-07643	Records Search, Site Visit, and Direct and Indirect Historic Architectural Assessment for Cingular Telecommunications Facility Candidate SM-341-03 (Jems Ent Building) 1560 East Florence Avenue, Los Angeles, LA County, California	2004
Maki, Mary K.	LA-07665	CDC-Slauson Station Apartments	2005
Maki, Mary K.	LA-07667	Phase 1 Archaeological Investigation of 18.3 Acres for the Florence & Alameda Commercial Center Project Walnut Park, LA County, California	2004
Maki, Mary K.	LA-07671	Phase 1 Archaeological Investigation of 0.34 Acre for the 6305 Holmes Avenue Construction Project Florence, Los Angeles County, California	2004
Bonner, Wayne H.	LA-07703	Indirect APE Historic Architectural Assessment for Sprint Telecommunications Facility Candidate LA60XC157A (Florence Verizon) 7200 South Central Avenue, Los Angeles, LA County, California	2004
Tang, Bai "Tom", Michael Hogan, and Casey Tibbet	LA-07867	Historic-period Building Survey South Region High School #2 Project in an Unincorporated Area Near the City of Los Angeles, LA County, California	2005
Livingstone, David M., McDougall, Dennis, Goldberg, Susan K., and Nettles, Wendy M.	LA-07952	Trails to Rails: Transformation of a Landscape: History and Historical Archaeology of the Alameda Corridor Volume 1	2006
Bonner, Wayne H. and Kathleen A. Crawford	LA-07987	Direct Ape Historic Architectural Assessment for T-Mobile USA Candidate LA03341C (Naomi SCE Substation), 7101 Compton Avenue, Los Angeles, LA County, California	2006
Arrington, Cindy and Nancy Sikes	LA-08255	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and II	2006
Shaver, Noelle C.S.	LA-08499	A Phase I Archaeological Study for the South Region High School No. 13, Community of Walnut Park, Unincorporated Los Angeles County, California	2007
Bonner, Wayne H.	LA-08766	Cultural Resources Records Search and Site Visit Results for Global Signal Candidate 3019372 (Salome), Located at 1150 East 58th Place, Los Angeles, LA County, California	2006
Bonner, Wayne H.	LA-08853	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA13082A (Leon Elster), 8145 Beach Street, Los Angeles, LA County, California	2006
King, Phil V.	LA-08955	Final Report for Year Three Historical and Cultural Resources Survey of Los Angeles: Sylmar, Watts, Crenshaw, and Vermont/ Slauson	1983
Bonner, Wayne H.	LA-09190	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA03051D (SCE Caldon), Near 8866 Juniper Street, Southeast Corner of 88th Street and Juniper Street, Los Angeles, LA County, California	2007

Author	Report #	Title	Date
Maki, Mary K.	LA-09640	Alameda Seniors Housing Project, Huntington Park	2008
Smith, Francesca and Caprice D. Harper	LA-09641	Cultural Resources Initial Technical Report and Phase I Site Investigation Proposed South Region Middle School No. 3 Project, Walnut Park, LA County, California	2008
Smith, Francesca and Caprice D. Harper	LA-09642	Cultural Resources Intensive Survey Report, Proposed South Region Middle School No. 3 Project, Walnut Park, LA County, California	2008
Horne, Melinda C., M. Colleen Hamilton, and Susan K. Goldberg	LA-10524	Alameda Corridor Project Treatment Plan for Historic Properties Discovered During Project Implementation, Second Draft. Addendum to Finding of Effect (February 21, 1995: October 27, 1998)	2000
Brunzell, David	LA-10593	Cultural Resources Assessment – Jordan Downs Specific Plan Project, Watts Community of Los Angeles, California	2010
Lewicki, Pauline	LA-11754	Wattstar Theater and Education Center Addendum to the Initial Study/Mitigated Negative Declaration, Community Redevelopment Agency of the City of Los Angeles	2010
Brunzell, David	LA-11755	Cultural Resources Assessment Wattsatr Cinema and Education Center Project Watts Community of Los Angeles, California	2010
Shaffer, Caleb	LA-11966	Consultation Under Section 106 of the National Historic Preservation Act of a Federal Permitting Project at Clean Harbors Los Angeles	2012
Anderson, Katherine	LA-12798	Los Angeles Unified School District Five Campus Building Inventory, City of Los Angeles, California	2014

2.3.1.2 Previously Recorded Cultural Resources

The SCCIC records search identified 59 previously recorded cultural resources mapped within the FFTOD Specific Plan Area (Table 2-2; Appendix B). Of these resources, five are archaeological resources including historic-period building foundations and refuse deposits.

Table 2-2: Previously Recorded Cultural Resource Sites within the FFTOD Specific Plan Area

Primary Number (P-19-)	Historic Name/ Description	Construction Date / Time Period	Date Originally Recorded	Eligibility / NRHP Status Code
002838	Historic-period brick foundation or footing	1880-1945	2000	Unevaluated
002839	Historic-period refuse deposit	1880-1945	2000	Unevaluated
002840	Historic-period brick foundation or footing	1880-1945	2000	Unevaluated
002847	Historic-period brick foundation or footing	1880-1945	2000	Unevaluated
002856	Historic-period refuse deposit	1914-1945	2000	Unevaluated
176186	Miramonte Elementary School	1936-1937	1996	NRHP eligible / 2S2
186110	Union Pacific Railroad	1905	1999	NRHP eligible / 3S
187085	The Mojave Road	Prehistoric/historic	1985	NRHP eligible / 1CS
187087	Pacific Electric Railway Firestone Boulevard Grade Separation/ Graham Avenue Underpass	1937	1986	Not Eligible / 7P
187500	Spanish Colonial Revival style commercial property	1947	2004	Not eligible / 6Y
187700	Streamline Moderne commercial property	1941	2004	Not eligible / 6Y

Primary Number (P-19-)	Historic Name/ Description	Construction Date / Time Period	Date Originally Recorded	Eligibility / NRHP Status Code
187755	Spanish Eclectic style multiple-family property	c. 1924	2005	Not eligible / 6Z
187756	Neoclassical style single-family property	c. 1925	2005	Not eligible / 6Z
187757	Neoclassical style single-family property	c. 1925	2005	Not eligible / 6Z
187758	Modern style multiple-family property	c. 1949	2005	Not eligible / 6Z
187759	Modern style multiple-family property	c. 1940	2005	Not eligible / 6Z
187760	Queen Anne style single-family property	1903	2005	Not eligible / 6Z
187761	Spanish Eclectic style multiple-family property	c. 1924	2005	Not eligible / 6Z
187762	Modern style multiple-family property	c. 1955	2005	Not eligible / 6Z
187763	Spanish Eclectic style multiple-family property	c. 1929	2005	Not eligible / 6Z
187764	Spanish Eclectic style multiple-family property	c. 1925	2005	Not eligible / 6Z
187765	Modern style multiple-family property	1955	2005	Not eligible / 6Z
187766	Craftsman style multiple-family property	c. 1925	2005	Not eligible / 6Z
187767	Folk Victorian single-family property	c. 1902	2005	Not eligible / 6Z
187768	Spanish Eclectic style single-family property	c. 1923	2005	Not eligible / 6Z
187769	Craftsman style single-family property	c. 1924	2005	Not eligible / 6Z
187770	Spanish Eclectic style multiple-family property	c. 1924	2005	Not eligible / 6Z
187771	Vernacular multiple-family property	c. 1923	2005	Not eligible / 6Z
187772	Spanish Eclectic style multiple-family property	c. 1927	2005	Not eligible / 6Z
187773	Vernacular with Italianate influences multiple-family property	c. 1927	2005	Not eligible / 6Z
187774	Vernacular commercial property	c. 1948	2005	Not eligible / 6Z
187775	Vernacular commercial property	c. 1946	2005	Not eligible / 6Z
187776	Vernacular with Western false front commercial property	c. 1947	2005	Not eligible / 6Z
187777	Vernacular commercial property	c. 1932	2005	Not eligible / 6Z
187778	Vernacular commercial property	c. 1920	2005	Not eligible / 6Z
187779	Vernacular with Western false front commercial property	c. 1925	2005	Not eligible / 6Z
187780	Vernacular commercial property	c. 1925	2005	Not eligible / 6Z

Primary Number (P-19-)	Historic Name/ Description	Construction Date / Time Period	Date Originally Recorded	Eligibility / NRHP Status Code
187781	Vernacular commercial property	c. 1928	2005	Not eligible / 6Z
187782	Vernacular with Western false front commercial property	c. 1920	2005	Not eligible / 6Z
187783	Vernacular commercial property	1948	2005	Not eligible / 6Z
187784	Vernacular commercial property	c. 1949	2005	Not eligible / 6Z
187785	Vernacular with Mission style influences	c. 1924	2005	Not eligible / 6Z
187786	Western Barn with Art Deco influence commercial property	c. 1938	2005	Not eligible / 6Z
187787	Vernacular commercial property	c. 1925	2005	Not eligible / 6Z
187788	Vernacular commercial property	c. 1942	2005	Not eligible / 6Z
187789	Vernacular with Art Deco influence commercial property	c. 1924	2005	Not eligible / 6Z
187790	Vernacular commercial property	1946	2005	Not eligible / 6Z
187791	Vernacular commercial property	c. 1949	2005	Not eligible / 6Z
187792	Vernacular commercial property	c. 1952	2005	Not eligible / 6Z
187793	Mission Revival style multiple-family property	c. 1923	2005	Not eligible / 6Z
187864	Modern style commercial property	1942	2004	Not eligible / 6Y
187865	Modern style commercial property	c. 1958	2004	Not eligible / 6Y
187965	Art Moderne style substation	c. 1929	2006	Not eligible / 6Y
188399	Colonial Revival style single-family property	1926	2008	Not eligible / 6Z
188400	Spanish Eclectic style single-family property	1939	2008	Not eligible / 6Z
188779	Jordan Downs Public Housing Project, multiple-family property	1942-1954	2010	Not eligible / 6Y
188983	Boulder Dam – Los Angeles 287.5kV Transmission Line	1936-1953	1999	NRHP eligible / 2B
190949	Paul R. Williams/ Parkside Manor Historic District	1944-1952	n.d.	NRHP eligible
190953	Graham Elementary School	1925-1968	2014	Not eligible / 6Z

Notes:
1CS = Individually listed in the CRHR by the State Historical Resources Commission (SHRC).
2B = Determined eligible for NRHP both individually and as a contributor to a NRHP eligible multi-component resource like a district in a federal regulatory process. Listed in the CRHR.
2S2 = Individually determined eligible for NRHP by consensus through Section 106 process. Listed in the CRHR.
3S = Appears eligible for NRHP individually through survey evaluation.
6Y = Determined ineligible for NRHP by consensus through Section 106 process. Not evaluated for CRHR or local listing.
6Z = Found ineligible for NRHP, CRHR or local designation through survey evaluation.
7P = California State Point of Historical Interest that does not meet CRHR criteria.
c. = circa
CRHR = California Register of Historical Resources

Of the 59 previously recorded cultural resources, the SCCIC records search identified five NRHP eligible resources within the FFTOD Specific Plan Area. These resources are detailed below:

- Miramonte Elementary School (P-19-176186)

The Miramonte Elementary School main building and auditorium were identified in 1996 for their architectural significance (P-19-176186). The buildings were constructed in 1936 and 1937 in the Mediterranean revival style designed by the architectural firm Howell and Winslow. The resource is eligible for the NRHP and is listed in the CRHR.

- Union Pacific Railroad (P-19-186110)

  The Union Pacific Railroad was constructed between 1869 and 1905 and includes portions of the first transcontinental railroad and is significant for its association with the development of Los Angeles (P-19-186110). For a separate project, in 2019, the SHPO recommended that the Union Pacific Railroad (P-19-186110) as a whole should be assumed eligible for the NRHP (Feldman 2019). For the purpose of the analysis in this technical report, the Union Pacific Railroad is assumed eligible for the NRHP.

- Mojave Road (P-19-187085)

  The NRHP-eligible Mojave Road (P-19-187085) is the historic road that connected the U.S. Army Headquarters for Southern California and Arizona Territory at Wilmington, California with Fort Mojave, Arizona (California Registered Historical Landmark # 963). Within the FFTOD Specific Plan Area, the Mojave Road is generally along the alignment of the existing railroad.

- Boulder Dam – Los Angeles 287.5kV Transmission Line (P-19-188983)

  The Boulder Dam-Los Angeles 287.5 kV Transmission Line (P-19-188983) was evaluated for NRHP eligibility in 1999 and found eligible under Criteria A and C, significant for its association with the construction of Boulder Dam, as well as for its association with the industrial, economic, and urban development that occurred in metropolitan Los Angeles from the mid-1930s through the 1940s. The resource is also significant for its unique engineering and structural characteristics.

- Paul R. Williams / Parkside Manor Historic District (P-19-190949)

  The Paul R. Williams / Parkside Manor Historic District (P-19-190949) was constructed between 1944 and 1952. The resource was found eligible for listing in the NRHP under Criteria A and C at the local level of significance as a unique example of community planning in the Watts area with residences designed by architect Paul R. Williams. The district is one of the first and only planned neighborhoods in the Watts area and was among the few developments in Los Angeles built to provide quality single-family housing for the Black community during World War II (HRG n.d.).

2.3.2 Built Environment Resources Directory

The BERD provides information regarding nonarchaeological resources. This inventory is organized by street; a total of 39 previously recorded built-environment resources were identified within the FFTOD Specific Plan Area (Table 2-3).

Table 2-3: Properties in the BERD within the FFTOD Specific Plan Area

Primary Number (P-19-)	Historic Address	Construction Date / Time Period	Eligibility / NRHP Status Code
	5833 MAKEE AVE	1922	Not eligible / 6U
	6305 HOLMES AVE	-	Not eligible / 6U
	6362 MAKEE AVE	1905	Not eligible / 6U
	6608 MIRAMONTE BLVD	1909	Not eligible / 6U
19-174467	6919 COMPTON AVE	-	Not eligible / 6Y
	7000 COMPTON AVE	1913	Not eligible / 6U
	4119 BELL AVE	1928	Not eligible / 6Y
	1747 E FLORENCE AVE	1933	Not eligible / 6U
	1583 E FLORENCE AVE	1958	Not eligible / 6Y
	1600 E FLORENCE AVE	1942	Not eligible / 6Y
	1560 E FLORENCE AVE	1941	Not eligible / 6Y
	7313 COMPTON AVE	1928	Not eligible / 6U
	1460 E 89TH ST	1940	Not eligible / 6Y
	8908 MAIE AVE	1974	Not eligible / 6Y
19-173460	1435 E 77TH PL	-	Not eligible / 6Y
19-176488	1933 E 75TH ST	1922	Unevaluated
	7700 WALNUT DR	1921	Not eligible / 6U
	2056 E 76TH ST	1914	Not eligible / 6Y
	7930 HOLMES AVE	1923	Not eligible / 6Y
19-173498	8208 HOLMES AVE	-	Not eligible / 6Y
19-174551	8227 WALNUT DR	1923	Not eligible / 6Y
19-176487	8418 MIRAMONTE BLVD	1923	Unevaluated
19-174476	1622 E 85TH ST	1930	Not eligible / 6Y
19-176499	8708 FIR AVE	1905	Unevaluated
	8908 MAIE AVE	1974	Not eligible / 6Y
19-174380	9110 HOLMES AVE	1910	Not eligible / 6Y
19-174573	1145 E 85TH ST	1926	Not eligible / 6Y
19-175100	1120 E 81ST ST	1939	Not eligible / 6Y
19-174533	1210 E 77TH PL	1927	Not eligible / 6Y
19-174513	1234 E 73RD ST	1926	Not eligible / 6Y
19-174637	1133 E 74TH ST	1924	Not eligible / 6Y
	1130 E FLORENCE AVE	1947	Not eligible / 6Y
	2118 E FLORENCE AVE	-	Not eligible / 6U
	2122 E FLORENCE AVE	-	Not eligible / 6U
	2126 E FLORENCE AVE	-	Not eligible / 6U
	2134 E FLORENCE AVE	-	Not eligible / 6U
	2136 E FLORENCE AVE	-	Not eligible / 6U
	2140 E FLORENCE AVE	-	Not eligible / 6U
	2200 E FLORENCE AVE	1923	Not eligible / 6U

Notes:
6U = Determined ineligible for NRHP pursuant to Section 106 without review by Office of Historic Preservation (OHP).
6Y = Determined ineligible for NRHP by consensus through Section 106 process – Not evaluated for CRHR or local listing.

7R = Identified in Reconnaissance Level Survey or in an Area of Potential Effect (APE): Not evaluated.

2.3.3 California Historical Landmarks

California Historical Landmarks are buildings, structures, sites, or places that have been determined to have statewide historical interest. A search of the California Historical Landmarks list revealed no California Historic Landmarks within the FFTOD Specific Plan Area.

2.3.4 Los Angeles Historic-Cultural Monuments

LAHCMs are sites in Los Angeles that have been designated by the Los Angeles Cultural Heritage Commission as worthy of preservation based on their architectural, historic, and cultural merits. A search of the LAHCMs revealed no LAHCMs within the FFTOD Specific Plan Area.

2.3.5 Supplemental Research

In addition to the reports reviewed at the SCCIC, an additional cultural resources study, the *Florence-Firestone Community Atlas* (AECOM 2020) is incorporated here; see also Appendix C. That report detailed the results of a desktop reconnaissance survey for cultural resources which examined portions of the FFTOD Specific Plan Area. The *Florence-Firestone Community Atlas* identified 98 individual properties of interest and one potential historic district (Table 2-4). These properties are described as over 45 years old; exhibiting a moderate to high degree of historic integrity of design, materials, and workmanship; and/or possessing historic significance related to the development of the community.

The *Florence-Firestone Community Atlas* identified residential properties along Miramonte Boulevard from Gage Avenue to Florence Avenue as a potential historic district with 92 contributing elements (not listed individually in Table 2-4). This corridor possesses single-family and multiple-family residential properties, largely constructed between 1900 and 1930 (with very little modern infill development) and defined by mature palm trees lining either side of the street. Many of these properties would not be eligible individually; however, as a unit they appear to be the most intact representation of folk Victorian, craftsman, and minimal-traditional-style residences in the area. The Miramonte Boulevard concentration of residential properties appears eligible for historic district designation as an example of a streetcar suburb retaining its character-defining features such as consistent setbacks, narrow lots, street landscaping, and streets laid out on a grid (AECOM 2020). As these properties have been previously identified as potential historical properties further evaluation is needed to determine the eligibility of these resources.

Table 2-4: FFTOD Specific Plan Area Potential Historical Properties Identified through the *Florence-Firestone Community Atlas* that Require Further Evaluation

Resource	Use Type	Construction Date / Time Period
5829 COMPTON AVE	Commercial	1946
1426 E 58TH PL	Residential	1926
1422 E 58TH PL	Residential	1912
1405 E 58TH DR	Residential	1948
1411 E 58TH DR	Residential	1907
1433 E 58TH DR	Residential	1913

Resource	Use Type	Construction Date / Time Period
1445 E 59TH ST	Residential	1904
1330 E 59TH ST	Residential	1907
1326 E 59TH ST	Residential	1922
1301 E 59TH PL	Residential	1949
1419 E 61ST ST	Residential	1910
6200 HOOPER AVE	Residential	1908
5869 MIRAMONTE BLVD	Residential	1923
5911 MIRAMONTE BLVD	Residential	1920
5908 MIRAMONTE BLVD	Residential	1963
5912 MIRAMONTE BLVD	Residential	1964
5903 CONVERSE AVE	Residential	1923
5907 CONVERSE AVE	Residential	1922
6000 MIRAMONTE BLVD	Residential	1915
6014 MIRAMONTE BLVD	Residential	1910
6019 CONVERSE AVE	Residential	1921
6025 CONVERSE AVE	Residential	1912
1700 E 58TH PL	Industrial	1955
5930 JUNCTION ST	Residential	1921
5933 JUNCTION ST	Residential	1931
5931 JUNCTION ST	Residential	1913
1822 E 61ST ST	Residential	1907
6220 HOLMES AVE	Residential	1912
1740 E GAGE AVE	Commercial	1970
1853 E 65TH ST	Industrial	1932
6500 HOLMES AVE	Institutional	1962
1854 E 67TH ST	Industrial	1936
1863 E FLORENCE AVE	Residential	1921
1747 E FLORENCE AVE	Commercial	1933
6525 COMPTON AVE*	Industrial	1938
6901 COMPTON AVE	Residential	1914
6516 MAKEE AVE	Residential	1915
6602 MIRAMONTE BLVD	Residential	1946
6601 MIRAMONTE BLVD	Residential	1940
6726 COMPTON AVE	Residential	1922
6900 COMPTON AVE	Institutional	1951
6904 CONVERSE AVE	Residential	1928
1655 E 71ST ST	Residential	1912
1635 E FLORENCE AVE	Commercial	1912
1633 E FLORENCE AVE	Commercial	1928
1621 E FLORENCE AVE	Commercial	1923
7000 COMPTON AVE	Residential	1913

Resource	Use Type	Construction Date / Time Period
7008 COMPTON AVE	Commercial	1921
7807 COMPTON AVE	Government	-
7660 COMPTON AVE	Institutional	1950
1500 E FLORENCE AVE	Commercial	1928
1560 E FLORENCE AVE	Commercial	1941
7220 MAIE AVE	Commercial	1964
7322 MAIE AVE	Industrial	1933
1318 E FLORENCE AVE	Commercial	1933
2048 E FLORENCE AVE	Commercial	1932
7201 S ALAMEDA ST	Commercial	1948
8526 GRAPE ST	Government	-
1839 FIRESTONE BLVD	Institutional	1964
7901 COMPTON AVE*	Government	1967
1721 E 68TH ST	Residential	1923
1739 E 68TH ST	Residential	1928
1745 E 68TH ST	Residential	1913
6805 HOLMES AVE	Residential	1924
1845 E 68TH ST	Residential	1924
1842 E 69TH ST	Residential	1913
1716 E 70TH ST	Residential	1910
1863 E 71ST ST	Residential	1929
7016 HOLMES AVE	Residential	1922
1432 E 74TH ST	Residential	1952
1442 E 77TH ST	Residential	1896
1542 E 77TH PL	Residential	1925
7675 WHITSETT AVE	Residential	1922
7672 WHITSETT AVE	Residential	1922
7211 BELL AVE	Government	-
7684 WALNUT DR	Residential	1924
1930 E 73RD ST	Residential	-
2026 E 76TH ST	Residential	1910
1540 E 80TH ST	Residential	1960
8272 MIRAMONTE BLVD	Residential	1910
1610 E 80TH ST	Residential	1925
8218 MORTON AVE	Residential	1920
1737 E 84TH ST	Residential	1905
1785 E 85TH ST	Institutional	1933
8511 HOLMES AVE	Institutional	1928
2008 E 87TH ST	Institutional	1929
8701 BANDERA ST	Residential	1910
8716 ELM ST	Residential	1913

Resource	Use Type	Construction Date / Time Period
1319 E 90TH ST	Residential	1965
1423 E 90TH ST	Residential	1955
8629 BANDERA ST*	Residential	1921
1900 FIRESTONE BLVD*	Commercial	-
1428 E 82ND ST*	Residential	1947
1402 E 82ND ST*	Residential	1947
1830 E FLORENCE AVE*	Commercial	1981
7807 COMPTON AVE*	Government	c. 1974
7001 COMPTON AVE*	Commercial	1946
7316 COMPTON AVE*	Commercial	1961
Miramonte Blvd Historic District (Multiple Addresses)	Residential	1900-1930

Notes:
*Resource also identified in *A Paseo Through Time* in Florence-Firestone

Jeannene Przyblyski's book *A Paseo Through Time in Florence-Firestone* was also reviewed to identify cultural resources within the FFTOD Specific Plan Area. A total of 11 extant properties were identified within the FFTOD Specific Plan Area (Table 2-5). The other properties identified in *A Paseo Through Time in Florence-Firestone* are either outside of the FFTOD Specific Plan Area or are no longer extant. These properties have not been evaluated for national, state, or local register eligibility.

Table 2-5: FFTOD Specific Plan Area Potential Historical Properties Identified through *A Paseo Through Time in Florence-Firestone* that Require Further Evaluation

Description	Address	Construction Date / Time Period
Former location of Graham Library	8629 BANDERA ST	1921
Graham Library	1900 FIRESTONE BLVD	-
William's Residence	1428 E 82ND ST	1947
Carter Residence	1402 E 82ND ST	1947
Former location of Fox Florence Theater	1830 E FLORENCE AVE	1981
Florence-Firestone Community and Senior Center	7807 COMPTON AVE	c. 1974
Carlitos Tires/ "Steve's Place"	7001 COMPTON AVE	1946
Superior Grocers	7316 COMPTON AVE	1961
Gentry Theater	6525 COMPTON AVE	1938
Firestone Sheriff Station/ Century Youth Activities League	7901 COMPTON AVE	1967
Youth Activities League/ Former LA County Sheriff Station	2201 E FIRESTONE BLVD	1938

Source: Przyblyski 2017

2.3.5.1 Public Outreach

A total of 12 cultural resources were identified through public outreach efforts (Table 2-6; Appendix D). These properties have not been evaluated for national, state, or local register eligibility.

Table 2-6: FFTOD Specific Plan Area Cultural Resource Properties Identified through Public Outreach Efforts

Description	Address	Construction Date / Time Period
Gentry Theater	6525 COMPTON AVE	1938
Storybook House	2181 FIRESTONE BLVD	1939
Graham Library	1900 FIRESTONE BLVD	-
Graham Library (former location)	1925 E. 87TH ST	1938
Graham Library (former location)	8511 HOLMES AVE	
Firestone Sheriff Station/ Century Youth Activities League	7901 COMPTON AVE	1967
Youth Activities League/ Former LA County Sheriff Station	2201 E FIRESTONE BLVD	1938
Former location of Firestone Park Station; former locations of the Florence Library and Florence-Firestone Chamber of Commerce	1557 E FLORENCE AVE	1921
Former location of Firestone Park Station; former locations of the Florence Library and Florence-Firestone Chamber of Commerce	1555 E FLORENCE AVE	1921
Tessie Cleveland Community Services Corporation	8019 COMPTON AVE	-
Youth Activities League	7116 MAKEE AVE	c. 1977
Miramonte Blvd. Palm trees	Along Miramonte Blvd. between E. 66th St. (north) and E. Florence Ave. (south)	c. 1900-1930

2.3.5.2 Consultation Process

In accordance with Senate Bill (SB) 18 and Assembly Bill (AB) 52, Los Angeles County contacted the Native American Heritage Commission (NAHC) and inquired about the presence/absence of sacred or religious sites in the vicinity of the FFTOD Specific Plan Area. The NAHC responded that there are no known sacred lands within the FFTOD Specific Plan Area or a 0.5-mile radius and provided a list of AB 52-specific Native American tribes with traditional lands or cultural places within the boundaries of the FFTOD Specific Plan Area. These tribes include Soboba Band of Luiseno Indians, Gabrieleno Tongva Indians of California Tribal Council, Gabrielino-Tongva Tribe, Gabrieleno/Tongva Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrieleno Band of Mission Indians-Kizh Nation, Santa Rosa Band of Cahuilla Indians, and two contacts for the Fernandeno Tataviam Band of Mission Indians. On March 11, 2021, in compliance with CEQA and SB 18, Los Angeles County sent letters to the nine Native American contacts notifying them of the project and requesting comments or concerns for the FFTOD Specific Plan Area.

3.0 REGULATORY SETTING

Federal, state, and local governments have developed laws and regulations designed to protect significant cultural resources that may be affected by actions that they undertake or regulate. The National Historic Preservation Act (NHPA) and CEQA are the primary federal and state laws governing preservation of historic and archaeological resources of national, regional, state and local significance.

3.1 FEDERAL

3.1.1 National Historic Preservation Act

The NHPA (16 United States Code [USC] 470) and its implementing regulations (36 Code of Federal Regulations [CFR] Part 800) establish a program for the preservation of historic properties throughout the U.S. and provides a framework for identifying and treating historical and archaeological resources under CEQA. Section 106 of the NHPA requires that federal projects or projects under federal jurisdiction consider the effect of an undertaking on properties eligible for or included in the National Register of Historic Places (NRHP). Historic properties that are listed in or eligible for the NRHP are considered historical resources for the purposes of CEQA.

NHPA establishes the NRHP, which is "an authoritative guide to be used by federal, state, and local governments; private groups; and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment" (36 CFR Part 60.2). To be eligible for listing in the NRHP, a property must be at least 50 years old (or have reached 50 years old by the project completion date) and possess significance in American history and culture, architecture, or archaeology to meet one or more of four established criteria (36 CFR Part 60.4):

A. Association with events that have made a significant contribution to the broad patterns of our history;
B. Association with the lives of persons significant in our past;
C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; and/or
D. Have yielded, or may be likely to yield, information important in prehistory or history.

Historic resources eligible for listing in the NRHP are considered "historic properties" and may include buildings, sites, structures, objects, and historic districts. A potential historic property less than 50 years old may be eligible under NRHP Criteria Consideration G if it can be demonstrated that sufficient time has passed to understand its historic importance (National Register Bulletin 15, page 43). To be eligible for listing in the NRHP, a property must also have integrity, which is defined as "the ability of a property to convey its significance." Under the concept of integrity, the NRHP recognizes seven aspects or qualities that, in various combinations, define integrity: feeling, association, workmanship, location, design, setting, and materials (National Register Bulletin 15, pages 44–45).

The implementing regulations include a provision for early and effective communication with interested parties, such as Native American tribes. Under this provision (36 CFR Part 800.2[A]), the lead agency is responsible for contacting local Native American representatives and informing them of the project's intent and nature. The Native American representative is then provided "a reasonable opportunity to identify its concerns about historic properties; advise on the identification and evaluation of historic properties, including those of traditional religious and cultural importance; articulate its views on the undertaking's effects on such properties; and participate in the resolution of adverse effects."

3.1.2 Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites that are on federal and Native American lands.

3.1.3 Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that provides a process for museums and federal agencies to return certain Native American cultural items (e.g., human remains, funerary objects, sacred objects, or objects of cultural patrimony) to lineal descendants and culturally affiliated Native American tribes.

3.1.4 State

California implements the NHPA through comprehensive cultural resources surveys and preservation programs. The California Office of Historic Preservation (OHP) implements the policies of the NHPA and maintains the California Historical Resources Inventory.

3.1.4.1 California Environmental Quality Act

Under CEQA (Public Resources Code [PRC] Section 21084.1), a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. *State CEQA Guidelines* Section 15064.5 defines a historical resource as: 1) a resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the CRHR; 2) a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); and 3) any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California by the lead agency, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. The fact that a resource does not meet the three criteria outlined above does not preclude the lead agency from determining that the resource may be an historical resource as defined in PRC Section 5020.1(j) or Section 5024.1.

As described by PRC Section 21084.1 and Section 15064.5 of the *State CEQA Guidelines*, should a project cause a substantial adverse change (defined as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired) in the significance of an historical resource,

the lead agency must identify potentially feasible measures to mitigate these effects (*State CEQA Guidelines* Sections 15064.5[b][1] and 15064.5 [b][4]).

Archaeological resources are defined in CEQA Section 21083.2, which states that a "unique" archaeological resource is an archaeological artifact, object, or site that has a high probability of meeting any of the following criteria:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Unique archaeological resources as defined in Section 21083.2 may require reasonable efforts to preserve resources in place (Section 21083.1[a]). If preservation in place is not feasible, mitigation measures will be required. In addition, the *State CEQA Guidelines* specify that if an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on those resources will not be considered a significant effect on the environment (*State CEQA Guidelines* Section 15064.5[c][4]

3.1.4.2 California Register of Historical Resources

The CRHR was designed to be used by state and local agencies, private groups, and citizens to identify existing historical resources within the state and to indicate which of those resources should be protected—to the extent prudent and feasible—from substantial adverse change. The CRHR consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process. Properties eligible for listing in the CRHR may include buildings, sites, structures, objects, and historic districts. It is possible that properties may not retain sufficient integrity to meet the criteria for listing in the NRHP, but they may still be eligible for listing in the CRHR. An altered property may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data (California Code of Regulations Section 4852 [c]) To be eligible for listing in the CRHR, a property must be at least 45 years of age and possess significance at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the U.S.;
2. It is associated with the lives of persons important to local, California, or national history;
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; and/or
4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

Potential historical resources eligible for listing in the CRHR may include buildings, sites, structures, objects, and historic districts. A resource less than 45 years old may be eligible if it can be demonstrated that sufficient time has passed to understand its historic importance. While the enabling legislation for the CRHR is less rigorous with regard to the issue of integrity, there is an expectation that properties reflect their appearance during their period of significance (PRC Section 4852).

3.1.4.3 California Points of Historical Interest

California Points of Historical Interest (PHIs) are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. PHIs designated after December 1997 and recommended by the SHRC are also listed in the CRHR. No historic resource may be designated as both a landmark and a point. If a point is later granted status as a landmark, the point designation will be retired. In practice, the point designation program is most often used in localities that do not have a locally enacted cultural heritage or preservation ordinance. To be eligible for designation as a PHI, a resource must meet at least one of the following criteria:

- It is the first, last, only, or most significant of its type within the local geographic region (city or county);
- It is associated with an individual or group having a profound influence on the history of the local area; or
- It is a prototype of—or an outstanding example of—a period, style, architectural movement or construction or is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder.

3.1.4.4 California Public Resources Code

Archaeological and historical sites are protected pursuant to policies and regulations enumerated under the California PRC. California PRC Sections 5020–5029.5 continue the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. California PRC Sections 5079–5079.65 define the functions and duties of the Office of Historic Preservation (OHP). The OHP is responsible for the administration of federally and State-mandated historic preservation programs in California and the California Heritage Fund. California PRC Sections 5097.9–5097.991 provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the Native American Heritage Commission (NAHC). It also requires notification to descendants of discoveries of Native American human remains and provides for treatment and disposition of human remains and associated grave goods. California PRC Section 21083.2(g) protects archaeological resources. California PRC Sections 21083.2(b) and 21083.2(c) and CEQA Guidelines Section 15126.4 provide information regarding the mitigation framework for archaeological and historic resources, including examples of preservation-in-place mitigation measures. Preservation in place is the preferred manner of mitigating impacts to significant archaeological sites because it maintains the relationship between artifacts and the archaeological context and may also help avoid conflict with religious or cultural values of groups associated with the archaeological site(s).

3.1.4.5 California Health and Safety Code

The discovery of human remains is regulated per California Health and Safety Code Section 7050.5, which states that:

> In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation… until the coroner… has determined… that the remains are not subject to… provisions of law concerning investigation of the circumstances, manner and cause of any death, and

> the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible… The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and… has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

3.1.4.6 California Senate Bill 18

Existing law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious and ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites.

SB 18, which focuses on traditional tribal cultural places was signed into law in September 2004 and went into effect on March 1, 2005. It placed new requirements on local governments for the adoption, revision, amendment, or update of a city's or county's general plan within or near traditional tribal cultural places (TTCP). Although SB 18 does not specifically mention consultation or notice requirements for adoption or amendment of specific plans, the Final Tribal Guidelines advise that SB 18 requirements extend to specific plans as well, because state planning law requires local governments to use the same process for amendment or adoption of specific plans as general plans (defined in Government Code Section 65453).

SB 18 requires local jurisdictions to provide opportunities for involvement of California Native Americans tribes in the land planning process for the purpose of preserving traditional tribal cultural places. The Final Tribal Guidelines recommend that the NAHC provide written information as soon as possible—but no later than 30 days—after receiving notice of the project to inform the lead agency if the proposed project is determined to be in proximity to a TTCP, and another 90 days for tribes to respond to a local government if they want to consult with the local government to determine whether the project would have an adverse impact on the TTCP. There is no statutory limit on the consultation duration. Forty-five days before the action is publicly considered by the local government council, the local government refers action to agencies, following the CEQA public review time frame. The CEQA public distribution list may include tribes listed by the NAHC who have requested consultation or it may not. If the NAHC, the tribe, and interested parties agree on the mitigation measures necessary for the proposed project, it would be included in the project's EIR. If both Los Angeles County and the tribe agree that adequate mitigation or preservation measures cannot be taken, then neither party is obligated to take action.

In addition, SB 18 provided a new definition of TTCP requiring a traditional association of the site with Native American traditional beliefs, cultural practices, or ceremonies, or the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. Previously, the site was defined to require only an association with traditional beliefs, practices, lifeways, and ceremonial activities. In addition, SB 18 law also amended Civil Code Section 815.3 and added California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

3.1.4.7 Assembly Bill 52

Effective July 1, 2015, AB 52 requires inclusion of a new section in CEQA documents titled Tribal Cultural Resources, for projects where the Notice of Preparation or Notice to adopt a Negative Declaration or Mitigated Negative Declaration is filed after this date. Similar to SB 18, AB 52 requires consultation with tribes at an early stage (within 14 days of a lead agency deeming an application complete or deciding to undertake a project) to determine whether the project would have an adverse impact on tribal cultural resources and provide mitigation to protect them.

3.1.5 Local

3.1.5.1 Los Angeles County

The Historic Preservation Ordinance establishes a local register and a Historical Landmarks and Records Commission to oversee the enforcement of preservation policies that relate to planning, demolition, alteration, and new construction. Actions to resources that are locally registered or eligible for registration are reviewed by the Historical Landmarks and Records Commission for appropriateness.

4.0 METHODOLOGY

According to the State CEQA Guidelines (Section 15064.5[b]), a project that may cause a substantial adverse change in the significance of a historical resource may have a significant effect on the environment. The Guidelines further state that a substantial adverse change in the significance of a resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historic resource would be materially impaired. Actions that would materially impair the significance of a historical resource are any actions that would demolish or adversely alter those physical characteristics of a historical resource that convey its historical significance and qualify it for inclusion in the California Register or in a local register or survey that meet the requirements of PRC Section 5020.1(k) and Section 5024.1(g). A lead agency must also take into account impacts to unique archaeological resources (State CEQA Guidelines Section 15064.5[c][1]-[4]). A project that may disrupt or adversely affect paleontological resources is a project that may have a significant effect on the environment.

4.1 THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G of the CEQA Guidelines, the project would have a significant impact on cultural resources if it would:

- Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5;
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- Disturb any human remains, including those interred outside of dedicated cemeteries.

Additionally, the project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k); or
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

5.0 ENVIRONMENTAL IMPACTS

CUL-1: *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?*

As previously described, FFTOD Specific Plan Area has a variety of historical resources and cultural resources that require further evaluation. Five previously recorded historical resources have been identified within the FFTOD Specific Plan Area. These resources include the NRHP

eligible Miramonte Elementary School (P-19-176186); the Union Pacific Railroad (P-19-186110); the Mojave Road, which is a California Registered Historical Landmark # 963; the Boulder Dam – Los Angeles 287.5kV Transmission Line (P-19-188983); and the Paul R. Williams/ Parkside Manor Historic District (P-19-190949).

The FFTOD Specific Plan would establish transit oriented policy direction, development standards, and implementation programs to encourage infill development with pedestrian-friendly and community-serving uses near transit stops. It would enable additional development of mixed use, commercial, and residential land uses and provide mobility improvements that support increased housing density and employment in proximity to the three Metro A (Blue) Line Stations in the community (i.e., Slauson, Florence, and Firestone stations). These improvements would allow for increased development intensity, taller buildings, and/or streetscape changes that are consistent with a TOD development pattern, which could impact existing historical resources within the FFTOD Specific Plan Area and its surroundings.

The FFTOD Specific Plan does not identify any specific development projects; therefore, it would not directly demolish or materially alter historical resources. However, identified historic structures and sites that are eligible or potentially eligible for NRHP listing may be vulnerable to future development projects pursuant to implementation of the FFTOD Specific Plan. For example, redevelopment to enable a different or more intensive use of a site could result in the demolition of historic or potentially historic structures. In addition, infrastructure or other improvements could result in damage to or demolition of other historic features. Furthermore, there may be other potential resources that have not been identified, researched, or evaluated for historical significance as defined in CEQA. Therefore, future development projects could adversely affect historic resources that could result in substantial adverse changes in the significance of historical resources so that they would no longer be eligible. Therefore, impacts to historical resources are potentially significant.

In addition to the historic resources identified in this technical report, there are numerous other residential and commercial buildings within the FFTOD Specific Plan Area that are older than 50 years. As these structures have not been comprehensively surveyed and evaluated, it is possible that they may be eligible as historic resources if other criteria apply, such as significant associations with important events, people, or have high architectural merit. Therefore, future development projects pursuant to implementation of the FFTOD Specific Plan could adversely affect other historical resources not identified in this . The impact to a historical resource is considered significant. Overall, the FFTOD Specific Plan would not immediately impact any potentially historical resources provided in Table 2-4, Table 2-5, and Table 2-6. However, future development projects pursuant to implementation of the FFTOD Specific Plan that involve these properties would require a formal assessment of the resources.

CUL-2: *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?*

Future development projects pursuant to implementation of the FFTOD Specific Plan could impact known and unknown archaeological sites. Locations of archaeological sites and types of resources in each site are kept confidential due to their sensitive nature. The FFTOD Specific Plan Area is considered potentially sensitive for archaeological resources. Therefore, ground disturbance is considered to have a high potential for uncovering archaeological resources.

CUL-3: *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Ground disturbance from future development projects pursuant to implementation of the FFTOD Specific Plan could damage fossils buried in soils. Abundant fossils occur in the older Quaternary alluvial deposits in the FFTOD Specific Plan Area. These deposits have produced numerous important fossil specimens. Therefore, the FFTOD Specific Plan Area contains significant, nonrenewable, paleontological resources that are considered to have high sensitivity.

CUL-4: *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

There are thousands of archaeological sites within LA County and human habitation in LA County is known to date to at least approximately 7,000 years B.C. Therefore, human remains could be buried in soils. The FFTOD Specific Plan Area is developed and has previously been subjected to substantial ground disturbance, which likely already resulted in the discovery of subsurface materials such as human remains. Nevertheless, excavation during construction activities by future development projects pursuant to implementation of the FFTOD Specific Plan has the potential to unexpectedly encounter human remains or disturb human burial grounds, including Native American burials. Human burials have specific provisions for treatment in Section 5097 of the California PRC, which authorizes the Native American Heritage Commission to resolve any disputes related to the disposition of Native American burials. PRC Section 5097.98 mandates the process to be followed in the event of a discovery of any human remains and would mitigate all potential impacts. The California Health and Safety Code (Sections 7050.5, 7051, and 7054) also have provisions protecting human burial remains from disturbance, vandalism, or destruction. California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site halt and remain halted until the coroner has conducted an investigation and made recommendations to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to their authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, they will contact the Native American Heritage Commission by phone within 24 hours. Therefore, compliance with these regulations would ensure impacts to discovery of human remains are less than significant.

TCR-1: *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k)?*

TCR-2: *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion*

and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1?

Tribal cultural resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe. The FFTOD Specific Plan would establish transit-oriented policy direction, development standards, and implementation programs to encourage infill development with pedestrian-friendly and community-serving uses near transit stops. While the project itself does not propose any new development, it would enable additional development of mixed use, commercial, and residential land uses and provide mobility improvements that support increased housing density and employment in proximity to the three LA Metro A (Blue) Line Stations in the community (i.e., Slauson, Florence, and Firestone stations). These improvements would allow for increased development intensity, taller buildings, and/or streetscape changes that are consistent with a TOD development pattern, which could impact existing historical resources within the FFTOD Specific Plan Area and its surroundings.

As described in Section 3.3, Cultural Resources, the FFTOD Specific Plan does not identify any specific development projects; therefore, it would not directly demolish or materially alter historical resources. However, identified historic structures and sites that are eligible or potentially eligible for NRHP listing may be vulnerable to future development projects pursuant to implementation of the FFTOD Specific Plan. For example, redevelopment to enable a different or more intensive use of a site could result in the demolition of historic or potentially historic structures. In addition, infrastructure or other improvements could result in damage to or demolition of other historic features. Furthermore, there may be other potential resources that have not been identified, researched, or evaluated for historical significance as defined in CEQA. Therefore, future development projects could adversely affect historic resources that could result in substantial adverse changes in the significance of historical resources to the extent that they would no longer be eligible. Therefore, impacts to historical resources are potentially significant.

Note that the five previously recorded historical resources identified within the FFTOD Specific Plan Area (Miramonte Elementary School; the Union Pacific Railroad; the Mojave Road; the Boulder Dam – Los Angeles 287.5kV Transmission Line; and the Paul R. Williams/ Parkside Manor Historic District), are all twentieth century creations/developments and therefore do not figure into the ethnographic and ethnohistoric literature related to the Gabrieleno. However, as detailed above, the FFTOD Specific Plan Area is within the territory inhabited by Native Americans (Gabrieleno/Tongva) and may have sensitive tribal cultural resources.

Conducting consultation early in the CEQA process allows tribal governments, public lead agencies, and project proponents to discuss the level of environmental review; identify and address potential adverse impacts to tribal cultural resources; and reduce the potential for delay and conflict in the environmental review process. In accordance with AB 52 and SB 18 requirements, Los Angeles County sent invitation letters to representatives of the nine Native American contacts provided by the NAHC on March 11, 2021, formally inviting tribes to consult with Los Angeles County on the project. The intent of the consultations is to provide an opportunity for interested Native American contacts to work with Los Angeles County during the project planning process to identify and protect tribal cultural resources. Los Angeles County received two responses via email: one response from the Fernandeno Tatavium Band of Mission Indians (FTBMI) noted that the FFTOD Specific Plan Area is outside the FTBMI ancestral Tribal boundaries and deferred consultation for the Project to members of the Gabrieleno Indian Tribe; the other response, from

the Gabrieleno Band of Mission Indians – Kizh Nation, declined to consult at the time because no immediate ground disturbance would be taking place; however the tribal contact requested to be notified regarding ground disturbance of future development projects. No other tribes responded to Los Angeles County's notification letter.

There are no known tribal cultural resources in the FFTOD Specific Plan Area, but ground-disturbing activities have the potential to cause a substantial adverse change in the significance of tribal cultural resources of a California Native American tribe. Each future development project in accordance with the FFTOD Specific Plan would be required to evaluate that project's impacts to site-specific tribal cultural resources as part of subsequent CEQA analysis, including tribal consultation with AB 52-specific Native American tribes (which would include follow up with the Gabrieleno Band of Mission Indians – Kizh Nation) (see Mitigation Measure CUL-2 in Section 3.3, Cultural Resources). Where significant impacts to tribal cultural resources are identified, future development projects would be required to either avoid impacts or implement feasible mitigation measures to reduce impacts.

In addition, as described in Section 3.3, Cultural Resources, excavation during construction activities by future development projects pursuant to implementation of the FFTOD Specific Plan has the potential to unexpectedly encounter human remains or disturb human burial grounds, including Native American burials. Human burials have specific provisions for treatment in Section 5097 of the PRC, which authorizes the NAHC to resolve any disputes related to the disposition of Native American burials. PRC Section 5097.98 mandates the process to be followed in the event of a discovery of any human remains and would mitigate all potential impacts. The California Health and Safety Code (Sections 7050.5, 7051, and 7054) also has provisions protecting human burial remains from disturbance, vandalism, or destruction. California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation and made recommendations to the person responsible for the excavation or to their authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, they will contact the NAHC via phone within 24 hours.

6.0 MITIGATION MEASURES

The potential to impact historical resources would be mitigated to the greatest extent practicable by implementing the following mitigation measure:

MM CUL-1 For all future development projects pursuant to implementation of the FFTOD Specific Plan that involves ground disturbance and/or alteration of an existing structure, a historical resources assessment shall be performed by an architectural historian or historian meeting the Secretary of the Interior's (SOI's) Professional Qualification Standards (SOI Standards) to identify any historical resources that might be directly or indirectly affected. Assessments shall include a database search to determine if any resources potentially affected by the future development project have been designated or evaluated under federal or state designation programs or if any have been documented pursuant to a local historic resources survey effort. The qualified architectural historian or historian shall perform a reconnaissance- and/or intensive-level survey to identify any previously unrecorded potential historical resources that might be affected by the future development project. Surveys shall be performed in accordance with the Office of Historic Preservation guidelines and potential historical resources should be evaluated under a developed historic context, pursuant to the definition of an historical resource under CEQA.

The SOI Standards for the Treatment of Historic Properties will be used to the maximum extent practicable to ensure that future development projects involving the relocation, conversion, rehabilitation, or alteration of an historical resource and its settings or related new construction will not impair the significance of the historical resource. Use of the SOI Standards shall be overseen by an architectural historian or historic architect meeting the SOI Professional Qualification Standards. Evidence of compliance with the SOI Standards shall be provided to LA County in the form of a report identifying character-defining features and specifying how treatment of character-defining features and construction activities will conform to the SOI Standards.

While demolition or alteration of an historical resource such that its significance is materially impaired cannot be mitigated to a less-than-significant level, recordation of the resource will reduce significant adverse impacts to historical resources to the maximum extent feasible. Such recordation should be prepared under the supervision of an architectural historian or historian meeting the SOI Professional Qualification Standards and should take the form of Historic American Buildings Survey (HABS) documentation. At a minimum, this recordation should include an architectural and historical narrative; medium- or large-format, black-and-white photographic documentation, including negatives and prints; and supplementary information, such as building plans and elevations and/or historic photographs. The documentation package should be reproduced on archival paper and should be made available to researchers and the public through accession by appropriate institutions such as libraries, the SCCIC, and/or the HABS collection housed in the Library of Congress.

The potential to impact archaeological resources would be mitigated to the greatest extent feasible by implementing the following mitigation measure:

MM CUL-2 Avoidance, preservation, or data recovery shall be conducted for archaeological resources that could be affected by ground disturbing activities and are found to be significant resources. To ensure that future development projects in the FFTOD Specific Plan Area do not result in significant impacts to pre-historic or historic archaeological resources, the following shall be implemented.

Future development projects or other ground disturbing activities such as installation of utilities, shall be subject to a Phase I cultural resources inventory on a project-specific basis prior to LA County's approval of project plans. The study shall be carried out by a qualified archaeologist, defined as an archaeologist meeting the SOI Standards for professional archaeology. The cultural resources inventory would consist of: a cultural resources records search to be conducted at the SCCIC; a Sacred Lands File Search by the NAHC and with interested Native Americans identified by the NAHC; a pedestrian archaeological survey where deemed appropriate by the archaeologist; and recordation of all identified archaeological resources on California Department of Parks and Recreation 523 forms. If potentially significant cultural resources are encountered during the survey, LA County shall require evaluation of the resources for their eligibility for listing in the CRHR and for significance as a historical resource or unique archaeological resource per CEQA Guidelines Section 15064.5. Recommendations shall be made for treatment of these resources if found to be significant. Per CEQA Guidelines Section 15126.4(b)(3), project redesign and preservation in place shall be the preferred means of mitigation to avoid impacts to significant cultural resources, including prehistoric and historic archaeological sites, locations of importance to Native Americans, human remains, historical buildings, structures and landscapes. Methods of avoidance may include, but shall not be limited to, project reroute or redesign, project cancellation, or identification of protection measures such as capping or fencing. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if it is demonstrated that resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures, which may include data recovery or other appropriate measures, in consultation with LA County, and local Native American representatives expressing interest.

During future development project-level construction, should prehistoric or historic subsurface cultural resources be discovered, all activity in the vicinity of the find shall stop and a qualified archaeologist will be contacted to assess the significance of the find according to CEQA Guidelines Section 15064.5. If any find is determined to be significant, the archaeologist shall determine—in consultation with LA County, and local Native American groups expressing interest—appropriate avoidance measures or other appropriate mitigation. Per CEQA Guidelines Section 15126.4(b)(3), project redesign and preservation in place shall be the preferred means to avoid impacts to significant cultural resources. Methods of avoidance may include, but shall not be limited to, project re-route or redesign, project cancellation, or identification of protection measures such as capping or fencing. Consistent with CEQA Guidelines Section 15126.4(b)(3)(C), if it is

demonstrated that resources cannot be avoided, the qualified archaeologist shall develop additional treatment measures in consultation with LA County, which may include data recovery or other appropriate measures. All significant cultural materials recovered will be, as necessary and at the discretion of the consulting archaeologist and in consultation with local Native American groups expressing interest, subject to scientific analysis, professional museum curation, and documentation according to current professional standards.

The potential to impact paleontological resources would be mitigated to the greatest extent practicable by implementing the following mitigation measure:

MM CUL-3 Applicants for future development projects pursuant to the implementation of the FFTOD Specific Plan shall retain a qualified paleontologist (in accordance with the Society of Vertebrate Paleontologists) to monitor all ground-disturbing activities in native soils or sediments beginning at 5 feet below ground surface and deeper. If upon observing initial earthwork the paleontologist determines that there is low potential for discovery, no further action shall be required and the paleontologist shall submit a memo to LA County confirming findings of low potential. If upon observing initial earthwork the paleontologist determines there is a moderate to high potential for discovery, a qualified paleontologist or paleontological monitor (retained by LA County) shall monitor all mass grading and excavation activities. Monitoring will be conducted in areas of grading or excavation in undisturbed formation sediments, as well as where over-excavation of surficial alluvial sediments will encounter these formations in the subsurface. Paleontological monitors shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface; or, if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources.

If any paleontological resources (i.e., fossils) are uncovered during construction activities, all work within a 100-foot radius of the discovery site shall be halted or diverted to other areas on the site and LA County shall be immediately notified. The qualified paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not substantially adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. Further, ground disturbance shall not resume within a 100-foot radius of the discovery site until an agreement has been reached between the project applicant, the qualified paleontologist, and LA County regarding the appropriate preservation or mitigation measures to ensure that the resource is not substantially adversely impacted.

Any recovered paleontological specimens shall be identified to the lowest taxonomic level possible and prepared for permanent preservation. Screen-washing of sediments to recover small invertebrates and vertebrates shall occur if necessary.

Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage shall occur at an institutional repository approved by LA County. The paleontological program shall include a written repository agreement prior to the initiation of mitigation activities.

A final monitoring and mitigation report of findings and significance shall be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to and accepted by LA County, shall signify satisfactory completion of this program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.

7.0 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Mitigation Measure CUL-1 has been incorporated into the project to protect historic resources. However, the provisions of CUL-1 afford only limited protection to historic structures and would not ultimately prevent the demolition of a historic structure if preservation is determined to be infeasible. The determination of feasibility will occur on a case by case basis as future development applications on sites containing historic structures are submitted. In addition, some structures that are not currently considered for historic value (because generally, they must be at least 50 years old) could become worthy of consideration during the planning period for the project (i.e., during the horizon year of 2035). While policies would minimize the probability of historic structures being demolished, these policies cannot ensure that the demolition of a historic structure would not occur. This is considered a significant unavoidable adverse impact.

CUL-2 and CUL-3 would reduce potential impacts associated with archaeological and paleontological resources to a less-than-significant level.

CUL-1 through CUL-3 would reduce potential impacts associated with tribal cultural resources to a level that is less than significant.

8.0 CUMULATIVE IMPACTS

Under CUL-1, the project could still contribute to significant cumulative impacts to historic resources. Therefore, the project's contribution would still be significant.

The implementation of Mitigation Measures CUL-2 and CUL-3 would ensure that the project's contribution to cumulative impacts on archaeological resources and paleontological resources would be reduced to less than cumulatively considerable by avoiding an adverse impact or an adverse change in the significance.

Future development projects in accordance with the FFTOD Specific Plan would be required to evaluate that project's impacts to site-specific tribal cultural resources as part of subsequent CEQA analysis, including tribal consultation with AB 52-specific Native American tribes. Programmatic mitigation measures CUL-1 through CUL-3 would reduce potentially significant impacts of the project related to tribal cultural resources to a level that is less than significant with mitigation incorporated. Other cumulative developments within the region would similarly be required to mitigate any impacts to historic and tribal cultural resources to a level that is less than significant, as well as consult with tribal representatives as required by AB 52; such impacts are not cumulatively considerable.

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APPENDICES

APPENDIX A: PREPARER QUALIFICATIONS

Marc Beherec, PhD, RPA

Archaeologist

Education

PhD, Anthropology, University of California, San Diego, La Jolla, CA, 2011

MA, Anthropology, University of California, San Diego, La Jolla, CA, 2004

BA, Anthropology, University of Texas, Austin 2000

Licenses/Registrations

Certified Archaeologist, County of Orange

Registered Professional Archaeologist #989598

AECOM Certified Project Manager (PM)

Years of Experience

With AECOM: 8

With Other Firms:12

Professional Associations

Society for American Archaeology

Society for California Archaeology

Dr. Marc Beherec is an archaeologist who has been involved in the field of cultural resources management for approximately twenty years. He has worked throughout California, Texas, and the Midwest on projects within Federal and State regulatory framework, and has written cultural resources assessments for several agency clients, satisfying the requirements of both the California Environmental Quality Act and Section 106 of the National Historic Preservation Act. He is experienced in the identification and analysis of both prehistoric and historic era artifacts, including Chinese Overseas pottery. Dr. Beherec also has extensive experience in Paleoindian and Archaic period sites in the western US, has led excavations at significant prehistoric and historic sites in California including within El Pueblo Historic Monument, and has taken part in large-scale excavations in Jordan. In addition, Dr. Beherec has assisted in tribal consultation and coordinated tribal cultural resources monitoring with tribes active in the Orange, Los Angeles, and Riverside County areas. Dr. Beherec served as Lead Monitor for the NextEra Genesis Solar Energy Project near Blythe and as Project Manager and Project Archaeologist for the Los Angeles Metropolitan Transportation Authority's large Regional Connector and Crenshaw rail projects. He is a Certified Archaeologist in the County of Orange and has prepared CEQA cultural resources impact studies and led archaeological and paleontological monitoring projects for the County of Orange. He manages a team of full-time archaeologists and numerous project-specific part-time employees and subcontractors conducting work in Orange County, the Greater Los Angeles area, and elsewhere in Southern California.

Selected Project Experience

Los Angeles Metropolitan Transportation Authority Zanja Discovery Program, Los Angeles, CA. Conducted archival research and assembled historical data to determine the location and construction history of the Los Angeles Zanja System, the city's irrigation system first constructed during the Spanish period and in continuous use and expansion into the twentieth century. Included research within city archives and published records to determine the probable locations of underground portions of this miles-long system, which Metro treated as an eligible resource for the National Register of Historic Places. Information was used to guide cultural resources compliance during construction of the Regional Connector subway corridor.

Los Angeles Bureau of Engineering El Pueblo Temporary Homeless Shelter Monitoring, El Pueblo Historical Monument, Los Angeles, CA. Oversaw archaeological compliance monitoring for the project, located in a parking lot near the Los Angeles Plaza Historic District and the city's old Chinatown. Chinese Overseas pottery was included in inadvertent finds for the project, which uncovered a previously undocumented segment of CA-LAN-007, a multicomponent archaeological site. Tasks included coordinating and overseeing monitoring, evaluating finds for inclusion in the CRHR, recovering unanticipated finds, conducting archival research, analysing and curating finds, and completing an updated DPR form for CA-LAN-007 and final report. The project resulted in the publication of a paper in the *Proceedings of the Society for California Archaeology* vol. 33.

Los Angeles Bureau of Engineering El Pueblo Historic Monument Restroom Renovation Project, El Pueblo Historical Monument, Los Angeles, CA. Oversaw archaeological compliance monitoring for the project, located within a building within the Los Angeles Plaza Historic District. The project uncovered a previously undocumented segment of CA-LAN-3549, an American period

archaeological site associated with the winery and associated brothels. Tasks included coordinating and overseeing monitoring, evaluating finds for inclusion in the CRHR, recovering unanticipated finds, conducting archival research, analysing and curating finds, and completing an updated DPR form for CA-LAN-3549 and final report.

Los Angeles Department of Water and Power City Trunk Line Replacement Project, Los Angeles, CA. Completed a Phase I cultural resources analysis of the City Trunk Line Project, located in the vicinity of San Fernando Mission. Tasks included archival research to identify potential unrecorded archaeological features in the vicinity of the mission; researching known sites at the South Central Coastal Information Center at California State University, Fullerton; conducting archaeological and built environment surveys; assessing finds for inclusion on the California Register of Historic Places; writing reports of findings.

Brea Canyon Road Widening Project EIR, Orange County, CA. Dr. Beherec prepared the cultural resources study in support of the EIR. Work was located in the vicinity of a monument placed by the Native Daughters of the Golden West to the Portola expedition, which persistent local belief stated camped within the project area. Dr. Beherec conducted archival research which identified that Portola did not camp in the area, but inadvertent Native American and Mexican period archaeological finds in the 1930s led to the local legend. Tasks included research at the CHRIS archives, ethnographic and local history research, tribal and interested party outreach, built environment and archaeological resources surveys, evaluation of finds for inclusion in the CRHR, recommendation of treatment of eligible resources, and preparation of DPR forms and a final report.

Orange County Public Works, Santa Ana River Parkway Extension Project EIR, Orange County, CA. Dr. Beherec prepared the cultural resources study in support of the EIR. Dr. Beherec conducted research at the California Historical Resources Information System (CHRIS) archives including the South Central Coastal Information Center (SCCIC) housed at California State University, Fullerton; conducted ethnographic and local history research; conducted Native American Heritage Commission and tribal outreach: directed a cultural resources survey; and contributed to the final report. Dr. Beherec also conducted an additional survey and prepared an additional memorandum in support of the Section 408 permit.

California State University, Long Beach Hillside Housing Project Extended Phase I Archaeological Study and Cultural Resources Monitoring and Discovery Plan, Long Beach, CA. Dr. Beherec prepared the extended phase I archaeological resources impact report and monitoring and discovery plan in support of an EIR. The project is sensitive because work overlapped the mapped site boundary of CA-LAN-235, a contributing archaeological site to the Puvunga Indian Village Historic District, which is an NRHP-listed historic district that is also a tribal cultural resource and includes an active ceremonial site. Dr. Beherec conducted CHRIS archival research and assisted in tribal and State Historic Preservation Office (SHPO) consultation. Dr. Beherec conducted archaeological testing to determine the archaeological site boundaries and, with the input of tribal leaders and SHPO, prepared a plan for monitoring and discovery.

Upper Newport Bay East Bluff Drainage Improvement Project, Newport Beach, CA. Dr. Beherec coordinated archaeological and paleontological monitoring for the project, and also interacted with the designated tribal monitors. Work was conducted within the boundary of a known archaeological site and within known fossiliferous deposits. Dr. Beherec identified and scheduled qualified monitors, conducted sediment sampling, took charge of fossils and provided them to the project paleontologist for analysis.

Los Angeles Metropolitan Transportation Authority Compliance Monitoring
Dr. Beherec served as Project Archaeologist and Project Manager for the cultural resources compliance monitoring of multiple multi-year projects within the greater Los Angeles area, including the 8.5-mile Crenshaw rail transit corridor and associated stations and the 1.9-mile Regional Connector subway corridor and associated stations. Tasks involve instructing construction team in cultural resources compliance; the scheduling and coordination of multiple concurrent Native American and archaeological monitors on diverse construction efforts throughout the metropolitan area; testing and evaluating finds; compilation, QA/QC, and delivery of daily monitoring logs and other documentation for all on-site monitors; serving as a liaison between archaeological monitors, construction crew, and client project team; preparing weekly and monthly reports of activities and findings; and ensuring overall cultural resources compliance within the permitted conditions of the project.

County of Los Angeles Department of Public Works
Topanga Underground Utilities District Archaeological Mitigation
Field director of archaeological mitigation at CA-LAN-8, a prehistoric site in the Santa Monica Mountains. Oversaw a team of 8 in hand-excavation and sieving of mechanically excavated soils. Tasks include coordinating archaeologists and Native American monitors; compilation and QA/QC of field documents; serving as a liason between the Native American monitor, the Most Likely Descendant, and other Native American groups, construction crew, and client representatives; and preparing reports of findings.

Trina Meiser
Senior Architectural Historian/Preservation Planner

Professional History
03/2008 – present, AECOM
11/2007 – 03/2008, RHA, Architects
02/2006 – 11/2007, Dewberry-Goodkind
05/2003 – 02/2006, Historic Ithaca, Inc.
05/1999 – 08/2001, RHA, Architects

Education
MA, Historic Preservation Planning, Cornell University, 2003
BA, History, Kenyon College, 1998

Years of Experience
With AECOM: 12
With Other Firms: 7

Areas of Expertise
CEQA Compliance
Section 106 Compliance
APE Delineation
NRHP Eligibility Evaluations
CRHR Eligibility Evaluations
PRC Sec. 5024
Intensive Archival Research
Cultural Resources Studies
NRHP Nominations
HABS/HAER/HALS Documentation

Trina Meiser is an architectural historian and a historic preservation planner who meets the Secretary of the Interior's qualifications (36 CFR Part 61; 48 Fed. Reg. 44738) in architectural history and history. Ms. Meiser has 20 years of experience in identifying, evaluating, and planning for cultural and architectural resources, including a wide variety of historic buildings, structures, districts, and landscapes. She specializes in technical analysis based on archival research and survey to support regulatory compliance, specifically under the California Environmental Quality Act (CEQA), PRC Section 5024, Section 106 of the National Historic Preservation Act (NHPA), and the National Environmental Policy Act (NEPA). She conducts cultural resources studies, including inventory, survey, and evaluation reports; technical reports for CEQA compliance in support of Environmental Impact Reports (EIRs); California Register of Historical Resources and California Historical Landmarks evaluations; impacts analyses, Section 4f assessments, and findings of effect; National Register of Historic Places (NRHP) nominations; and HABS/HAER/HALS documents. She consults on transportation, energy, military, civic, and other community projects with designers, developers, and agencies, including the California State Historic Preservation Officer (SHPO). Her experience in historic preservation provides a strong understanding of federal, state, and local regulations and a thorough knowledge of the Secretary of the Interior's Standards for the Treatment of Historic Properties and their function in adaptive use, architectural design, and historic preservation planning.

Relevant Experience

University of California San Diego, Long Range Development Plan Programmatic EIR, San Diego, CA Prepared historical resources discipline section for the UCSD LRDP EIR, including review of historical resources technical study. Reviewed methodology, application of context themes for eligibility determinations, recommendations for future identification efforts, and preliminary impacts assessments. The UCSD LRDP EIR encompasses the historic districts and individually eligible modernist buildings and landscapes. Through the EIR process, responded to comments and concerns of interested parties and the public.

City of San Marcos General Plan Update, San Marcos, CA
As lead historic preservation specialist, prepared the cultural resources section as part of the comprehensive update of the San Marcos General Plan. Assisted with the preparation of land use alternatives that preserve the City's character while allowing new pedestrian-friendly, mixed-use development in key focus areas of the City, and analyzed potential impacts to historic resources.

Los Angeles County Metropolitan Transportation Authority (LACMTA), Regional Connector Cultural Resources Mitigation Management Plan; HAER and HABS, Los Angeles, CA As lead architectural historian, prepared mitigation management plan to fulfill requirements set forth in an MOA and EIS/EIR in compliance with CEQA and Section 106 for the project to connect two light-rail transit lines in downtown Los Angeles. Researched and prepared HABS CA-2907 documentation of the Atomic Café in Little Tokyo; contributed to the Zanja No. 3 HAER. Coordinated consultation with the LA Conservancy and the Little Tokyo Association.

LACTMA, South Bay Metro Green Line Extension Project, Los Angeles County, CA As lead architectural historian, created survey and evaluation strategy in consultation with the SHPO and conducted cultural resources technical studies for transportation project through metropolitan LA to meet Section 106 requirements. Prepared technical report and the cultural resources portion of the EIS/EIR in compliance with NEPA and CEQA, including mitigation measures for the treatment of evaluated historical resources.

LACMTA, Purple Line Extension 3/ Westside Subway Extension, Los Angeles, CA Reviewed potential design changes to the Westwood/UCLA entrance at the Linde Medical Building (Chase Bank), 10921 Wilshire Boulevard, to identify potential issues under Section 106 of the NHPA, NEPA, and CEQA that could result from unanticipated adverse effects on a historic property. Recommended steps to identify character-defining features and avoid adverse effects by adhering to the SOI Standards.

LACMTA, Metro Operations and Control Center Phase I Evaluation, Los Angeles, CA Conducted an intensive built environment survey to identify historical resources within an APE; reviewed existing documentation of potential historical resources in the survey area; evaluated resources for eligibility to the CRHR; and prepared technical study to support environmental review in compliance with CEQA.

Expo Authority, Exposition Corridor Transit Project Phase 2, Los Angeles, CA As lead architectural historian, prepared technical report for the evaluation of historical resources and the cultural resources portion of environmental impact statement/report under NEPA and CEQA. Elements for Section 106 consultation included the requesting concurrence on determinations of eligibility and mitigation measures for the treatment of historic properties.

Los Angeles Bureau of Engineering (LABOE), Rancho Cienega Sports Complex Project, Los Angeles, CA As lead architectural historian, conducted an intensive built environment; reviewed existing documentation; evaluated resources for eligibility to the CRHR; and prepared technical study to support environmental review in compliance with CEQA. As part of the technical study, identified the Celes King III Pool as a historical resource for its architectural significance; recommended mitigation measures as part of a specific EIR for its demolition.

LABOE, Pio Pico Pocket Park Project, Los Angeles, CA As lead architectural historian, oversaw an intensive built environment survey to identify historical resources within an APE; reviewed existing documentation

of potential historical resources in the survey area; evaluated resources for eligibility to the CRHR; and prepared technical study to support environmental review in compliance with CEQA.

LABOE, Lafayette Park Temporary Housing Project, Los Angeles, CA As lead architectural historian, oversaw an intensive built environment survey to identify historical resources within an APE; reviewed existing documentation of potential historical resources in the survey area; evaluated resources for eligibility to the CRHR; and prepared technical study to support environmental review in compliance with CEQA.

LABOE, Vermont Avenue Temporary Housing Project, Los Angeles, CA As lead architectural historian, oversaw an intensive built environment survey to identify historical resources within an APE; reviewed existing documentation of potential historical resources in the survey area; evaluated resources for eligibility to the CRHR; and prepared technical study to support environmental review in compliance with CEQA.

Port of Los Angeles, Harbor Performance Enhancement Project, San Pedro, CA As lead architectural historian, oversaw an intensive built environment survey to identify historical resources within an APE; reviewed existing documentation of potential historical resources in the survey area; evaluated resources for eligibility to the CRHR; and prepared technical study to support environmental review in compliance with CEQA.

Los Angeles Department of Water and Power (LADWP), Elysian Park Water Recycling Project, Los Angeles, CA As lead architectural historian, oversaw an intensive built environment survey to identify historical resources within an APE; reviewed existing documentation of potential historical resources in the survey area; evaluated resources for eligibility to the CRHR; and prepared technical study to support environmental review in compliance with CEQA.

Water Replenishment District of Southern California (WRD), Groundwater Reliability Improvement Program (GRIP) Recycled Water Project, Pico Rivera, Los Angeles County, CA As lead architectural historian, conducted research, survey, and evaluation of historic architectural resources in support of environmental review of this linear project. Prepared technical study and supplemental studies related to project changes.

US Coast Guard, Los Angeles Harbor Light Station Rehabilitation, San Pedro, California. Evaluated potential adverse effects to NRHP-listed Angel's Gate lighthouse resulting from project to rehabilitate the defunct 100-year old structure. Conducted historical research to determine historically significant and character-defining features. As consultant to US Coast Guard, prepared finding of No Adverse Effect for Section 106 consultation for SHPO concurrence.

Monica Wilson
Architectural Historian

Professional History

07/2015 - Present, AECOM Planner

Education

MA, Public History, California State University, Sacramento, 2015
BA, American History, California State University, Sacramento, 2012

Years of Experience

With AECOM: 5

Professional Affiliations

National Council on Public History

Professional History

July 2015– Present
Environment West Region at AECOM
Architectural Historian
2013–June 2015
California State Parks, Photographic Archives
Graduate Student Assistant
2012-2014
California Department of Water Resources
Digital Collections Analyst

Monica Wilson meets the Secretary of the Interior Professional Qualification Standards for work in history and architectural history and has a Master degree in Public History. She has more than 7 years of experience in the fields of cultural resource management, cultural heritage preservation, and archival research. She has served on a variety of projects throughout the United States. At AECOM, Ms. Wilson has contributed to and authored technical reports for a variety of property types such as historical theaters, lighthouses, aircraft hangers, hotels, prisons, wharfs, train stations, commercial buildings, industrial buildings and complexes, neighborhoods, moved historical properties, ranches and rural properties. Her experience also includes architectural survey, historic research and context development, California Environmental Quality Act (CEQA) and Section 106 compliance, Historic Resource Evaluation reports, National Register nominations, traditional cultural properties, and oral history. Ms. Wilson has completed inventory and evaluation of historic-age resources for National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and relevant local ordinance eligibility.

Experience

Los Angeles Department of Water and Power. Cultural Resources Assessment for Silver Lake Stormwater Capture Project, Los Angeles, California.
Co-lead author for a technical memorandum documenting the potential impact to cultural and tribal cultural resources associated with the Silver Lake Reservoir Stormwater Capture Project, including impacts assessment and recommendations for the Silver Lake Reservoir Complex Historic District.

Los Angeles County Transportation Authority (Metro). Supplemental Environmental Impact Report for the Metro Gold Line Foothill Extension, Los Angeles, California.
Assisted with cultural resources analysis for the Metro Gold Line Foothill Extension project modification areas. Prepared information and impact analysis for Cultural Resources chapter.

Judicial Council of California, Statewide CEQA Services, Historical Resources, San Diego and Pomona, California.
Conducted fieldwork to record and evaluate the 1954 Modern-style Kearny Mesa Juvenile Detention Facility and the 1958 International-style Pomona Courthouse North building. Prepared Historic Technical Reports for the evaluation of historical resources eligibility to federal, state, and local registers, in compliance with CEQA and Section 106.

Los Angeles Bureau of Engineering (LABOE). Cultural Resources Assessment for the Lincoln Heights Jail, Los Angeles, California.
Conducted fieldwork to record and evaluate the Lincoln Heights Jail, a 1931 Art Deco-style building with a 1949 Modern-style addition. Prepared the Cultural Resources Assessment report for the evaluation of historical resources eligibility to federal, state, and local registers, in compliance with CEQA and Section 106.

California Department of Transportation (Caltrans), Los Angeles Department of Transportation (LADOT), and LABOE. Western Avenue Bus Stop and Pedestrian Improvement Project, Los Angeles, California.
Co-lead author that created historic context and documented present conditions and architectural descriptions for the technical reports. Project involves pedestrian improvements near two Los Angeles Historic Preservation Overlay Zones. Conducted archival research, co-authored the

Historic Property Survey Report (HPSR), Archaeological Survey Report (ASR), and Historic Resources Evaluation Report (HRER).

Rio Tinto Borates. Historical Evaluation of the U.S. Borax Wilmington Facility, Los Angeles, California.
Co-author that created a historical evaluation and DPR523 Update for the U.S. Borax Wilmington Facility located in Los Angeles. Conducted architectural field survey. Developed historic evaluation, integrity analysis and existing conditions report.

United States Coast Guard, Morro Bay, Sacramento, and Pt. Loma National Register Evaluation Project, California.
Assisted with the preparation of NRHP evaluations for three U.S. Coast Guard properties, including the Point Loma Light Station, Morro Bay Harbor Master's Office, and the Air Station Sacramento Maintenance Hangar. AECOM completed field surveys, extensive historic research, and development of historic contexts for each property, and architectural descriptions and identification of character-defining features. As a result of these investigations, the Point Loma Light Station was found eligible for listing in the NRHP as a historic district and individually eligible.

County of San Diego. Historical Building Evaluation for the Creole Café Dining Room and Kitchen Buildings, San Diego, California.
Evaluated the condition and integrity of two c.1869 Western False Front-style commercial buildings. Evaluated the property's eligibility for inclusion in federal, state, and local registers as individual resources and as contributors to a district. Prepared documentation in support of CEQA and Section 106 consultation on behalf of the County of San Diego.

San Diego Gas & Electric (SDG&E). Cultural Resources Technical Report: Historic Significance Evaluation of Transmission Line 676, San Diego, California.
Conducted fieldwork to record and evaluate the Kearny Mesa-Serra Mesa corridor of Transmission Line 676. Developed historic context and evaluations for the Mission Substation and the transmission line. Co-lead author to the cultural resources technical report

SDG&E. Coastal Reliability Project Transmission Line 674A Del Mar Reconfigure and Transmission Line 666D Removal Project, San Diego, California.
Conducted architectural field survey and generated DPR523 forms. Developed the historic context and evaluations for the Del Mar Substation and the Transmission Line 666 Del Mar transmission line.

Lowe Enterprises, Town and Country Resort and Convention Center - Master Planning, San Diego, California.
Conducted historical research using primary sources and unpublished internal documents. Conducted interviews with knowledgeable constituents. Assisted staff with generating technical reports for the City of San Diego.

Southeastern Live Well Center IS/MND, San Diego, California.
Provided expertise in historic resources to assist in the preparation of technical reports in compliance with CEQA/NEPA. Conducted field surveys, archival research, and completed evaluation of resources within the project area.

APPENDIX B: SCCIC REPORT LIST

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-02577		1992	Wlodarski, Robert J.	Results of a Records Search Phase Conducted for the Proposed Alameda Corridor Project, Los Angeles County, California	Historical, Environmental, Archaeological, Research, Team	19-000007, 19-000098, 19-000385, 19-000389, 19-000390, 19-000887, 19-001112, 19-001575
LA-02644		1992	Wlodarski, Robert J.	The Results of a Phase 1 Archaeological Study for the Proposed Alameda Transportation Corridor Project, Los Angeles County, California	Historical, Environmental, Archaeological, Research, Team	19-000385, 19-000389
LA-02950		1992	Anonymous	Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project	Peak & Associates, Inc.	19-000007, 19-000021, 19-000034, 19-000089, 19-000251, 19-000357, 19-000385, 19-000389, 19-000390, 19-000407, 19-000409, 19-000668, 19-000781, 19-000830, 19-000887, 19-000901, 19-000963, 19-001097, 19-001112, 19-001124, 19-001575, 19-001620
LA-03036		1994	Maki, Mary K.	A Phase I Cultural Resources Survey of 0.66-acre at 2004 E. 88th Street Los Angeles County, California	Fugro West Inc.	
LA-04004		1998	Maki, Mary K.	Negative Phase I Archaeological Survey for the 2nd District Infill Housing Project/ #g89203 at 6024 South Hooper Avenue, Los Angeles County, California	Conejo Archaeological Consultants	
LA-04097		1995	Anonymous	Council District Nine Revitalization/recovery Program Final Environmental Impact Report	Myra L. Frank & Associates, Inc.	
LA-04470		1999	Unknown	Negative Phase I Archaeological Survey and Impact Assessment of .65 Acre for the Latchford Glass Phase Ii Project Los Angeles County, California	Conejo Archaeological Consultants	
LA-04625		1994	Starzak, Richard	Historic Property Survey Report for the Proposed Alameda Corridor From the Ports of Long Beach and Los Angeles to Downtown Los Angeles in Los Angeles County, California	Myra L. Frank & Associates	19-174982, 19-174983, 19-174984, 19-174985, 19-174986, 19-174987, 19-174988, 19-174989, 19-174990, 19-174991, 19-174992, 19-174993, 19-174994, 19-177331, 19-180778, 19-180779, 19-180780, 19-180781, 19-180782, 19-180783, 19-180784, 19-180785, 19-188887, 19-188888

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-04737		1999	Maki, Mary K.	Negative Phase I Archaeological Survey and Impact Assessment of .9 Acres for the 7300 Roseberry Avenue Housing Project Cdc Project No. Jj7101, Hmd001, G89101 Florence, Los Angeles County, California	Conejo Archaeological Consultants	
LA-04834		1999	Ashkar, Shahira	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Anaheim, Los Angeles and Orange Counties	Jones & Stokes Associates, Inc.	19-186110, 19-186111, 30-176630
LA-04836		2000		Phase I Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project	Science Applications International Corporation	
LA-05572		2000	Maki, Mary K.	Negative Phase 1 Archaeological Survey and Impact Assessment of Approximately 0.5 Acre for the Holmes Childcare Center Project 6122 Holmes Avenue Florence, Los Angeles County, California	Conejo Archaeological Consultants	19-002748
LA-05577		1996	Wells, Helen Fairman	Phase I Cultural Resources Investigation of Franklin Delano Roosevelt Park Los Angeles County , California	Helen Fairman Wells	
LA-05685		2002	Duke, Curt	Cultural Resource Assessment Cingular Wireless Facility No. Sm 066-03 Los Angeles County, California	LSA Associates, Inc.	
LA-07059		2003	Maki, Mary K.	Phase 1 Archaeological Survey Report of 1.64 Acres for the Gage Village Housing Development Project Gage Avenue, Florence Los Angeles County, California	Conejo Archaeological Consultants	
LA-07068		2002	Marvin, Judith and Curt Duke	Cultural Resource Assessment At&t Wireless Services Facility No. 04095a Los Angeles County, California	LSA Associates, Inc.	
LA-07405		2004	Bonner, Wayne H.	Records Search Results and Site Visit for Sprint Telecommunications Facility Candidate La60xc157a (florence Verizon) 7200 South Central Avenue, Los Angeles, Los Angeles County, California.	Michael Brandman Associates	
LA-07625		2005	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for Sprint Facility Candidate La70xc112b (mercado Del Pueblo), 6270 Wilmington Avenue, Los Angeles County, California	Michael Brandman Associates	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-07627		2004	Bonner, Wayne H.	Records Search Results and Site Visit for Sprint Telecommunications Facility Candidate La60x180c (mitchell) 7702 Maie Avenue, Los Angeles, Los Angeles County, California	Michael Brandman Associates	
LA-07637		2006	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for T-mobile Usa Candidate La03051a (california Body Shop), 9303 South Alameda Street, Los Angeles, Los Angeles County, California	Michael Brandman Associates	
LA-07638		2006	Bonner, Wayne H.	Cultural Resources Records Search Results and Site Visit for T-mobile Usa Candidate La03341c (naomi Sce Substation), 7101 Compton Avenue, Los Angeles, Los Angeles County, California	Michael Brandman Associates	
LA-07643		2004	Bonner, Wayne H.	Records Search, Site Visit, and Direct and Indirect Historic Architectural Assessment for Cingular Telecommunications Facility Candidate Sm-341-03 (jems Ent Building) 1560 East Florence Avenue, Los Angeles, Los Angeles County, California	Michael Brandman Associates	19-187700
LA-07665		2005	Maki, Mary K.	Cdc-slauson Station Apartments	Conejo Archaeological Consultants	
LA-07667		2004	Maki, Mary K.	Phase 1 Archaeological Investigation of 18.3 Acres for the Florence & Alameda Commercial Center Project Walnut Park, Los Angeles County, California	Conejo Archaeological Consultants	
LA-07671		2004	Maki, Mary K.	Phase 1 Archaeological Investigation of 0.34 Acre for the 6305 Holmes Avenue Construction Project Florence, Los Angeles County, California	Conejo Archaeological Consultants	
LA-07703		2004	Bonner, Wayne H.	Indirect Ape Historic Architectural Assessment for Sprint Telecommunications Facility Candidate La60xc157a (florence Verizon) 7200 South Central Avenue, Los Angeles, Los Angeles County, California	Michael Brandman Associates	19-187500
LA-07867		2005	Tang, Bai "Tom", Michael Hogan, and Casey Tibbet	Historic-period Building Survey South Region High School #2 Project in an Unincorporated Area Near the City of Los Angeles, Los Angeles County, California	CRM Tech	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-07952		2006	Livingstone, David M., McDougall, Dennis, Goldberg, Susan K., and Nettles, Wendy M.	Trails to Rails: Transformation of a Landscape: History and Historical Archaeology of the Alameda Corridor, Volume 1	Applied EarthWorks, Inc.	19-002121, 19-002749, 19-002753, 19-002757, 19-002770, 19-002786, 19-002792, 19-002793, 19-002795, 19-002796, 19-002834, 19-002835, 19-002836, 19-002837, 19-002838, 19-002839, 19-002840, 19-002841, 19-002842, 19-002843, 19-002844, 19-002845, 19-002846, 19-002848, 19-002849, 19-002850, 19-002853, 19-002854, 19-002855, 19-002856, 19-002858, 19-002859, 19-002860, 19-002861, 19-002862, 19-002863, 19-002864, 19-002865, 19-002866, 19-002867, 19-002868, 19-002869, 19-002870, 19-002871, 19-002872, 19-002874, 19-002877, 19-002878, 19-002879, 19-002880, 19-002881, 19-002882, 19-002883, 19-002884, 19-002941, 19-002942, 19-002943, 19-003042, 19-003043, 19-003044, 19-003045, 19-003046, 19-003047, 19-003048, 19-003049, 19-003050, 19-003051, 19-003052, 19-003053, 19-003054, 19-003055
LA-07987		2006	Bonner, Wayne H. and Kathleen A. Crawford	Direct Ape Historic Architectural Assessment for T-mobile Usa Candidate La03341c (naomi Sce Substation), 7101 Compton Avenue, Los Angeles, Los Angeles County, California	Michale Brandman Associates	
LA-08255		2006	Arrington, Cindy and Nancy Sikes	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and Ii	SWCA Environmental Consultants, Inc.	
LA-08499		2007	Shaver, Noelle C.S.	A Phase I Archaeological Study for the South Region High School No. 13, Community of Walnut Park, Unincorporated Los Angeles County, California	Jones & Stokes Associates, Inc.	
LA-08766		2006	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for Global Signal Candidate 3019372 (salome), Located at 1150 East 58th Place, Los Angeles, Los Angeles County, California	Michael Brandman Associates	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-08853		2006	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-mobile Candidate La13082a (leon Elster), 8145 Beach Street, Los Angeles, Los Angeles County, California	Michael Brandman Associates	
LA-08955		1983	King, Phil V.	Final Report for Year Three Historical and Cultural Resources Survey of Los Angeles: Sylmar, Watts, Crenshaw, and Vermont/slauson	Los Angeles Department of Public Works	19-169869, 19-169870
LA-09190		2007	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Canidate LA03051D (SCE Caldon), Near 8866 Juniper Street, Southeast Corner of 88th Street and Juniper Street, Los Angeles, Los Angeles County, California	Michael Brandman Associates	19-002856, 19-186110
LA-09640		2008	Maki, Mary K.	Alameda Seniors Housing Project, Huntington Park	Conejo Archaeological Consultants	
LA-09641		2008	Smith, Francesca and Caprice D. Harper	Cultural Resources Initial Technical Report and Phase I Site Investigation Proposed South Region Middle School No. 3 Project, Walnut Park, Los Angeles County, California.	SWCA Environmental Consultants	19-188399, 19-188400
LA-09642		2008	Smith, Francesca and Caprice D. Harper	Cultural Resources Intensive Survey Report, Proposed South Region Middle School No. 3 Project, Walnut Park, Los Angeles County, California.	SWCA Environmental Consultants	19-188399, 19-188400
LA-10524		2000	Horne, Melinda C., M. Colleen Hamilton, and Susan K. Goldberg	Alameda Corridor Project Treatment Plan for Historic Properties Discovered During Project Implementation, second draft. Addendum to Finding of Effect (February 21 1995; October 27, 1998)	Applied Earthworks	19-002682, 19-002753, 19-002757, 19-002770
LA-10593		2010	Brunzell, David	Cultural Resources Assessment - Jordan Downs Specific Plan Project, Watts Community of Los Angeles, California	BCR Consulting	19-002868, 19-002872, 19-100486, 19-165329, 19-187720, 19-188779
LA-11754		2010	Lewicki, Pauline	Wattstar Theater and Education Center Addendum to the Initial Study/Mitigated Negative Declaration, Community Redevelopment agency of the City of Los Angeles	Community Redevelopment Agency of the City of Los Angeles	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-11755		2010	Brunzell, David	Cultural Resources Assessment Wattsatr Cinema and Ecuation Center Project Watts Community of Los Angeles, California	BCR Consulting	19-000385, 19-002657, 19-002757, 19-002792, 19-002848, 19-002856, 19-002868, 19-002872, 19-003108, 19-100486, 19-100585, 19-100858, 19-186641, 19-187720
LA-11966		2012	Shaffer, Caleb	Consultation Under Section 106 of the National Historic Presevation Act ofr a Federal Permitting Project at Clean Harbors Los Angeles	Untied States Environmental Protection Agency	
LA-12798		2014	Anderson, Katherine	Los Angeles Unified School District Five Campus Building Inventory, City of Los Angeles, California	ESA	19-175478, 19-190950, 19-190951, 19-190952, 19-190953

APPENDIX C: CHAPTER 3 FROM THE FLORENCE-FIRESTONE COMMUNITY ATLAS REPORT

3 Urban Design and Civic Arts Analysis

3.1 Urban Design

The following sections examine and assess how the existing built environment contributes to walkability, transit access, and community character. From an urban design perspective, places with strong identity define a community's character, helping to create strong social, cultural and economic conditions. Community character can be seen in building form, scale, land use, and design – all elements which reflect the community itself. This section analyzes these elements, specifically public art and cultural spaces, architecture, building size and location, public realm (sidewalks, street trees, crossings) and open space in the Plan Area. Community character can be promoted or eroded by regulatory choices, and therefore are important to assess as part of fundamental existing conditions for the project.

The findings and recommendations from this section will help to identify key physical conditions, constraints, and barriers to potential TOD in the community.

3.1.1 Block Pattern and Alleys

The size of urban blocks and the presence of alleys help to determine the ease in which a pedestrian, or person walking, can access their destination. Smaller block sizes can enhance "walkability" by reducing the distances between destinations. Generally, a walkable block length is between 200 and 400 feet and should not exceed 600 feet according to ITE (Institute of Traffic Engineers) practice.

The presence of alleys can also contribute to a more pedestrian-friendly environment by:

- Enabling a secondary access for pedestrian and vehicles;
- Reducing the need for driveways to be accessed from primary streets (like Compton Avenue);
- Allowing for parking to be located along the alley (behind buildings) that front along the primary corridor, contributing to a more walkable area when buildings are near the street;
- Supporting parcel consolidation when a shared alley is available;
- Allowing for functional elements (like trash and utilities) to be located along the alley, away from the sidewalk; and
- Creating additional locations for green spaces, such as linear parks, or more active uses, such as pedestrian pathways for recreation or socializing, as outlined in the FFCP. As a "very high" park need community as identified in the Los Angeles County Park Needs Assessment, alleys are a potential creative solution to address multiple issues in the Florence-Firestone community.

While alleys can help to improve walkability, they can also present a public safety concern if they are not well utilized and maintained and instead become places for illegal dumping, graffiti, and crime, as mentioned in the FFCP.

Figures 13 through **15** identify the general dimension of blocks and the location of alleys.

Compton Avenue blocks are generally small and walkable in this area, ranging from approximately 300 to 440 feet measured north-south. The pattern is varied with generally longer blocks on the east side of the street (approximately 600 feet measured north-south) with a frequency of east-west streets intersecting Compton Avenue from the west, which creates

shorter blocks on the west side. Florence Avenue, Firestone Avenue, and Nadeau Street have a similar pedestrian block size ranging from 300 to 600 feet measured east-west; the mix of commercial with residential immediately behind creates a variety of block sizes.

Although intersections occur at a walkable interval, the spacing between crosswalks and signalized crosswalks at intersections can span between 600 and 1,250 feet, which makes pedestrian crossing of Compton Avenue difficult and significantly reduces the walkability of the area. These infrequent crossings constrain the pedestrian's ability to move east-west in the community, which is essential for transit access.

An additional barrier to walking is the Metro rail line that bisects the community north to south.

Interior residential blocks east of Compton Avenue are generally about 700 feet north-south and about 310 feet east-west. Blocks west of Compton Avenue are much larger with an approximate 1,250 feet east-west dimension, which reduces walkability access getting to Compton Avenue or farther east to the Metro stations.

Slauson Avenue, due to the presence of industrial and utility properties, has a much larger-scale block pattern of approximately 500 to 1,200 feet measured east-west. The exception to this is the commercial/residential blocks between Compton Avenue and Mira Monte Boulevard; these blocks are about 300 feet measured east-west. This key location may be a prime opportunity to facilitate pedestrian and bicycle travel between the Slauson Metro Blue Line Station and the commercial and residential TOD opportunities to the southwest.

Generally, the block size in the community is considered walkable; however, due to the limited pedestrian signal and crossing frequency, automobile-oriented streets, and the Metro rail line that bisects the community north to south, the Study Area lacks a cohesive walking network to support higher transit ridership. At Slauson Station in particular, pedestrians must use an at-grade rail crossing to access the station, increasing safety concerns, especially for parents with young children and older adults or persons with disabilities.

FINDINGS + RECOMMENDATIONS

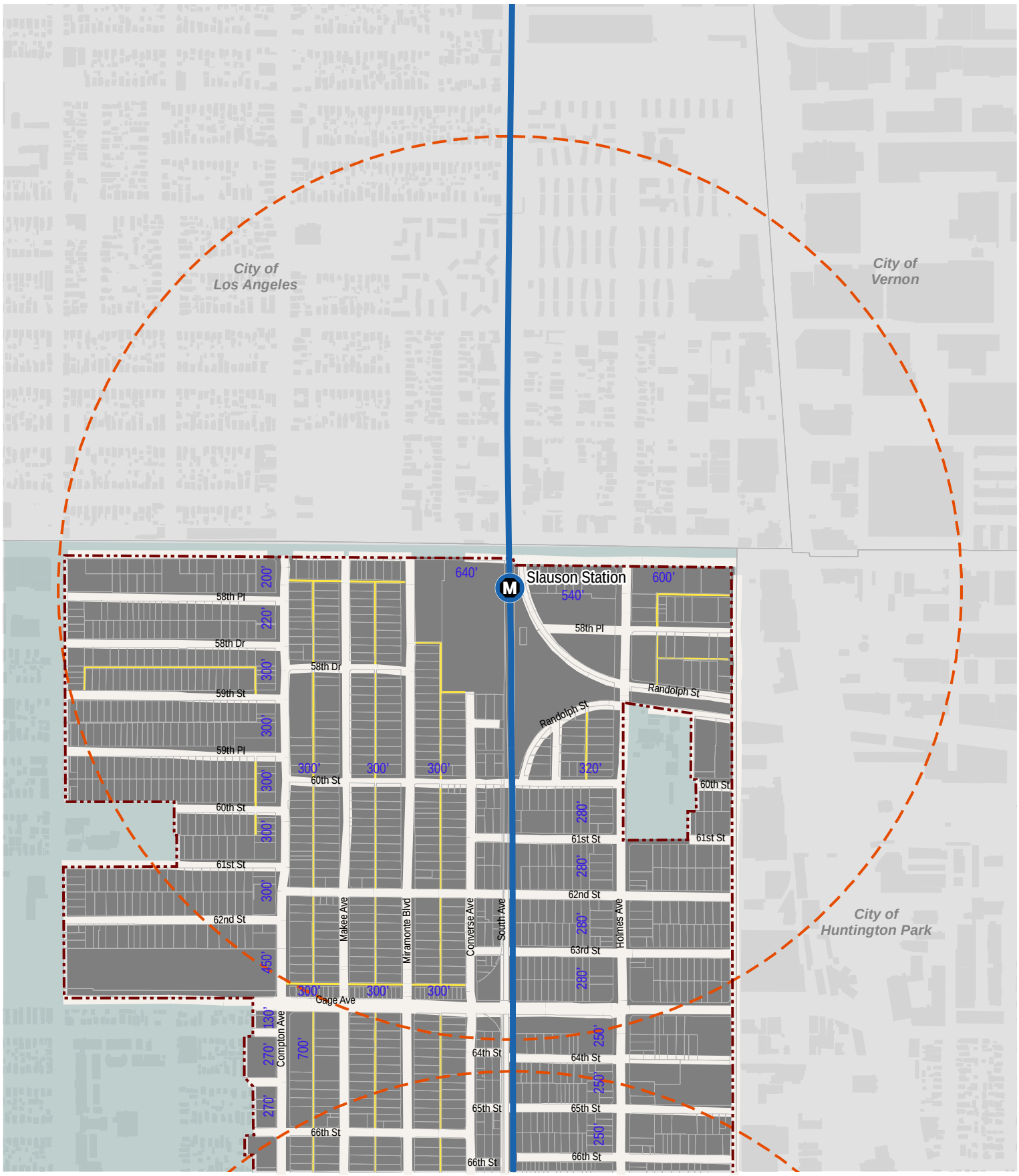
Findings

- Commercial boulevard blocks are highly walkable dimensions at between 300 feet and 440 feet.
- East-west blocks west of Compton Avenue are substantially longer, creating challenges to walk to Compton Avenue or further east to the Metro stations.
- Despite general walkable block size in the community, safety is a concern for the Study Area due to limited pedestrian signal and crossing frequency, automobile-oriented streets, and the Metro rail line that bisects the community north to south.
- Presence of alleys in a variety of locations supports walkable TOD configurations; however, as noted in the FCCP, some alleys have a negative perception due to illegal dumping, graffiti, and crime.

Recommendations

- Support preservation or creation of new alleys and paseos to increase access points and enable a variety of building and housing configurations.
- Where parcel consolidation is undertaken in larger east-west blocks, require north-south street or paseo connections to reduce block length.
- Increase pedestrian east-west signal and crosswalk frequencies to manage block length and increase access to transit.
- Identify opportunities for conversion of select alleys to green spaces or multi-use path networks for walking and biking given the large presence of alleys and the “very high” park need identified in this community. Candidate alley conversions can be based on locations where there is opportunity to connect to/from the Metro stations as well as locations where there is a clustering of residents to encourage utilization.
- To help increase alley safety, investigate opportunities for increasing pedestrian lighting through new development adjacent to existing alleys.

Figure 13: Block Patterns and Alleys – Slauson Metro A Line (Blue) Station

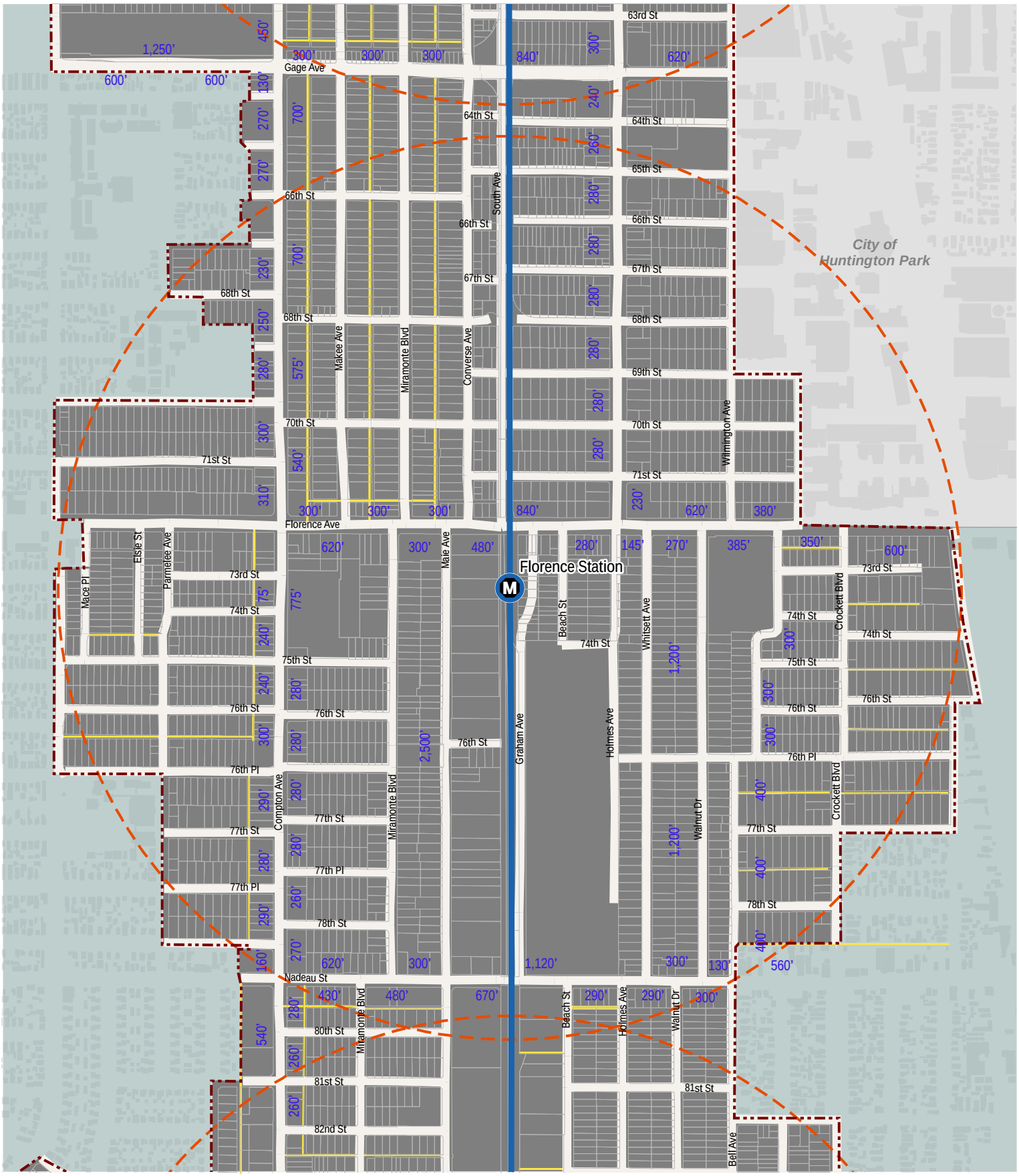


Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel
Block
#' Block Size
Alley

0 375 750 Feet

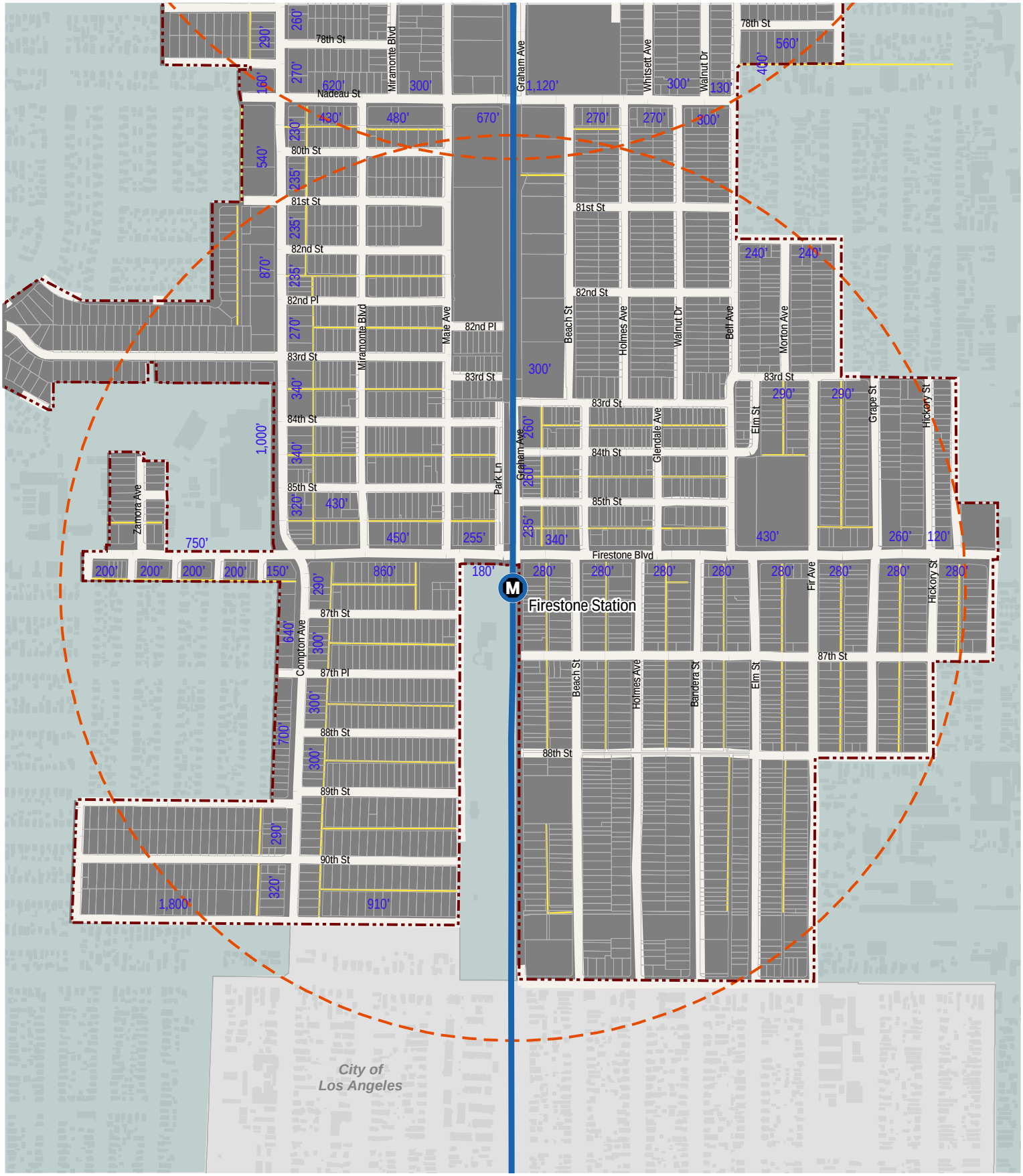
Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 13: Block Patterns and Alleys – Florence Metro A Line (Blue) Station



Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 15: Block Patterns and Alleys – Firestone Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel
Block
#' Block Size
Alley

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

3.1.2 Lot Depths and Parcel Size

Lot depth and parcel size are indicators of the amount of space available for development. New development and TOD generally utilize larger parcels or consolidated parcels to achieve the intensity and market viability needed.

Parcels in the Study Area are generally small in size with a large number of parcels that are narrow in width. Generally, the depth of lots around 140 feet is considered a very buildable depth for small-scale commercial and a range of residential densities. Especially where alleys are located, parcel depths in excess of 110 feet are appropriate for medium- to larger-scale infill development. Lot depth decreases south of Firestone Boulevard, making redevelopment along Compton Avenue more challenging in that area. Lot widths throughout the study area are generally narrow:

- Residential parcels are typically approximately 45 to 50 feet in width.
- Commercial parcels are typically approximately 50 to 100 feet, with some parcels as narrow as 22 feet and some parcels with relatively large widths of 150 feet or more.
- Industrial parcels are approximately 50 feet in width; however, there is a variety of configurations with greater widths that do not present a “typical” condition.

Narrow lot widths pose configuration challenges for new development, which indicates parcel consolidation will likely be required where more intense development is desired.

Catalytic opportunities for TOD would be most likely on the largest parcels or where parcel consolidation can occur (shared property ownerships or acquired parcels) to support larger developments.

Figure 16 through **Figure 18** identify the general lot depths in the Study Area.

FINDINGS + RECOMMENDATIONS

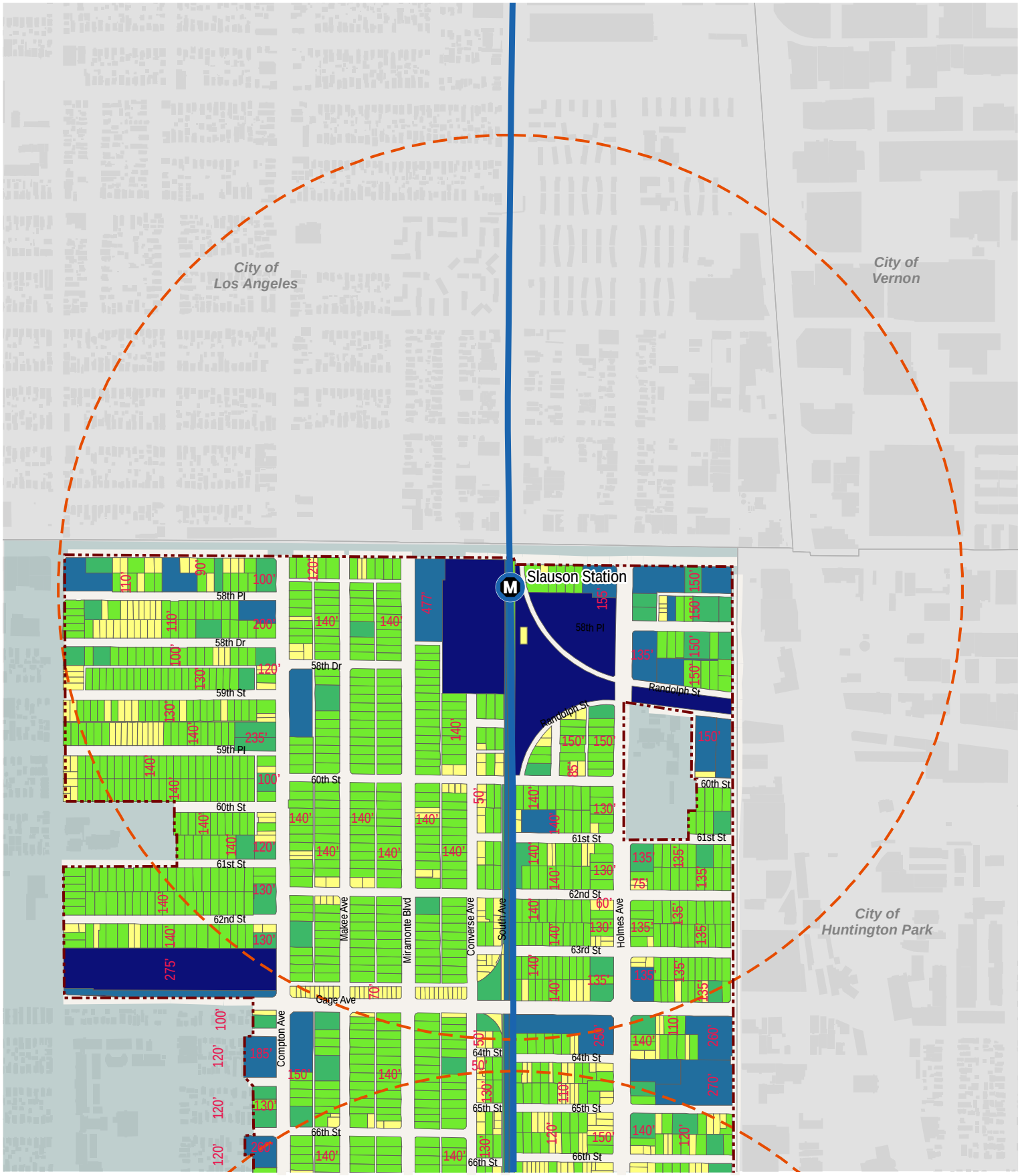
Findings

- Lot depths and parcel sizes vary throughout the Study Area.
- Commercial corridor depths and industrial depths are appropriately sized.
- Residential depths of about 140 feet are common and suitable for development at higher densities.
- Smaller lot sizes are challenging for TOD and may hinder investment in the area.
- Key locations near the Slauson Metro Blue Line Station are larger parcels with appropriate size to support TOD.

Recommendations

- Seek lots of 140 feet in depth or greater with rear alleys as prime candidates for intensification.
- Establish standards that incentivize parcel consolidation at key locations to support TOD intensification.
- Incentivize parcel consolidation where more intense development investment is desired to overcome narrow lot width conditions.
- Where parcel consolidation happens in larger east-west blocks, require north-south street or paseo connections to reduce block length.

Figure 16: Lot Depth and Parcel Size – Slauson Metro A Line (Blue) Station



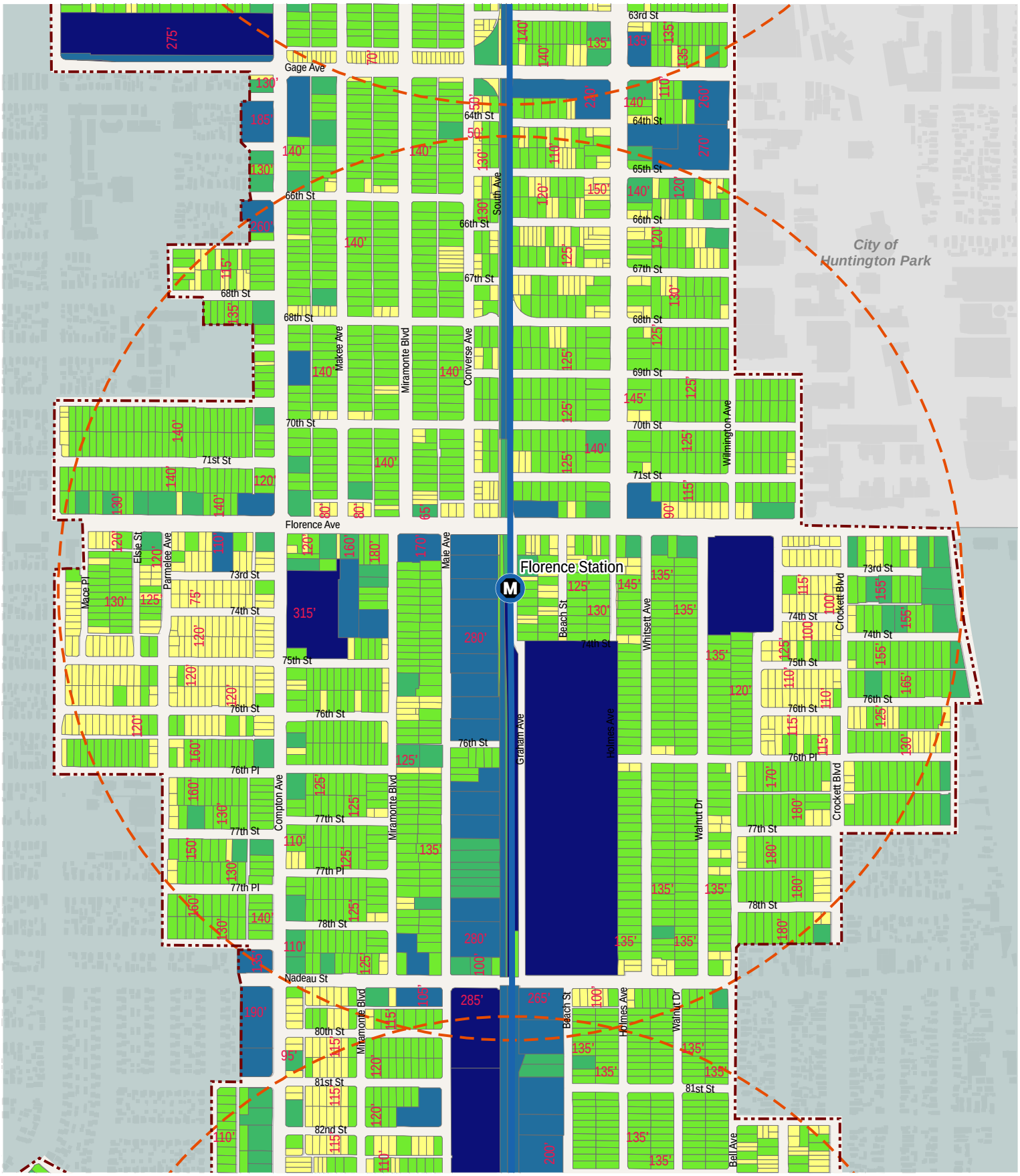
Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel
#' Lot Depth

Parcel Area (Square Feet)
Less than 5,000 sq. ft.
5,000 sq. ft. - 10,000 sq. ft.
10,001 sq. ft. - 25,000 sq. ft.
25,001 sq. ft. - 100,000 sq. ft.
Greater than 100,000 sq. ft.

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 17: Lot Depth and Parcel Size – Florence Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)

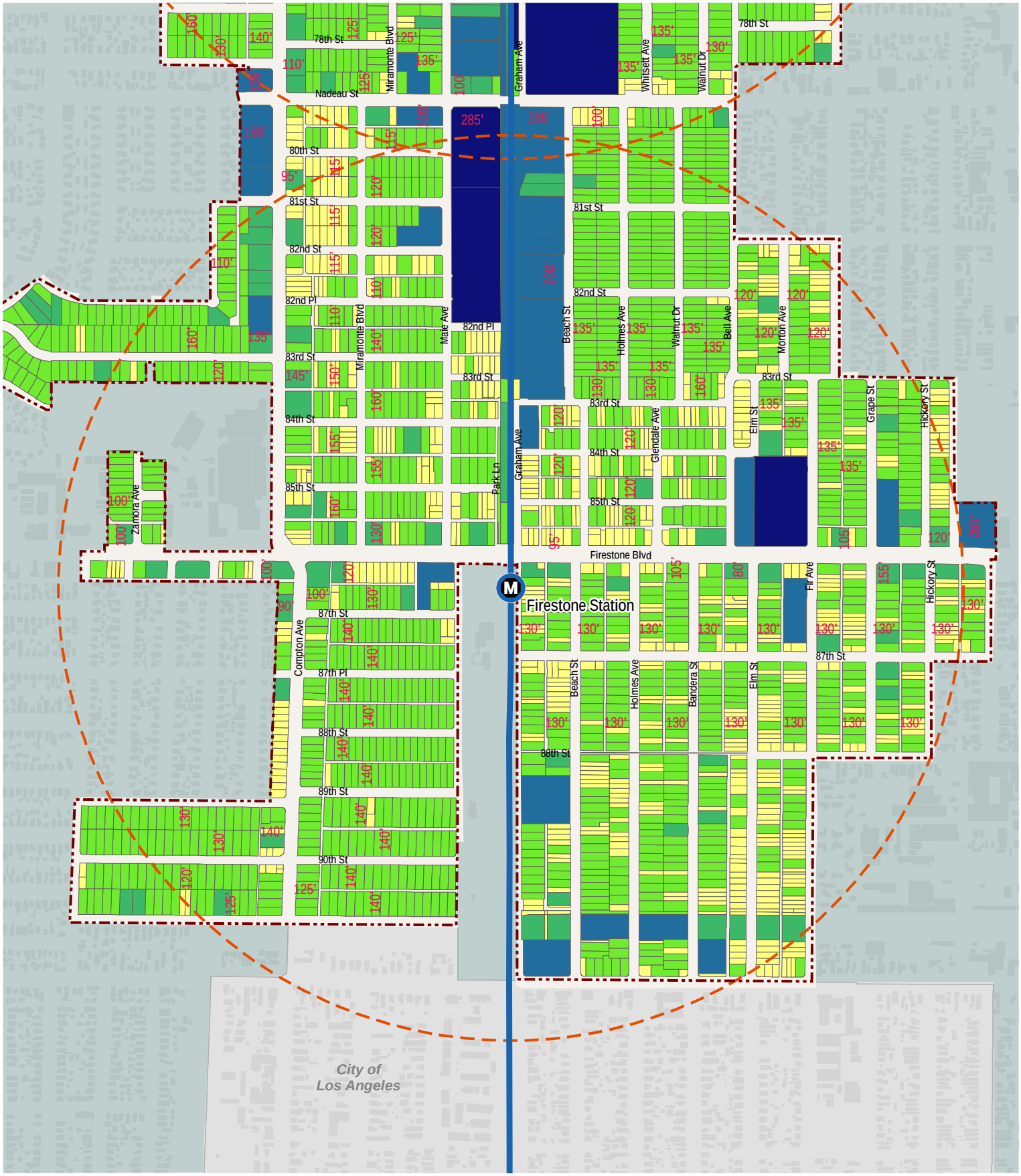
Assessor Parcel
#' Lot Depth

Parcel Area (Square Feet)
Less than 5,000 sq. ft.
5,000 sq. ft. - 10,000 sq. ft.
10,001 sq. ft. - 25,000 sq. ft.
25,001 sq. ft. - 100,000 sq. ft.
Greater than 100,000 sq. ft.

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 18: Lot Depth and Parcel Size – Firestone Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)

Assessor Parcel
#' Lot Depth

Parcel Area (Square Feet)

Less than 5,000 sq. ft.
5,000 sq. ft. - 10,000 sq. ft.
10,001 sq. ft. - 25,000 sq. ft.
25,001 sq. ft. - 100,000 sq. ft.
Greater than 100,000 sq. ft.

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

3.1.3 Property Ownership

Property ownership patterns are shown in **Figure 19** through **Figure 21**. Most blocks in the Study Area are owned by multiple landowners with few areas of consecutive ownership.

Figure 22 through **Figure 24** identify landholdings owned by public entities in the Study Area, which include a variety of owners, including a variety of County of Los Angeles departments such as Los Angeles Department of Water and Water (LADWP), Los Angeles Metropolitan Transit Authority, and others. A large number of publicly owned parcels are clustered around the Metro right-of-way; however, several Los Angeles County-owned, State of California, and LADWP parcels are scattered throughout the three TOD station areas with either single or multiple, contiguous parcels.

Figure 25 through **Figure 27** identify the large land hold groupings ranked by entity. Within the Metro Slauson Blue Line TOD Station, the largest landholder owns 13 contiguous parcels at the southeast intersection of Gage Avenue and Holmes Avenue, north of 68th Street and west of the Study Area boundary. Within the Metro Florence Blue Line TOD Station, the largest landholder owns 12 parcels, which are focused along Compton Avenue, between 76th Street and 78th Street, and a combination of single parcels or multiple, continuous parcels. Within the Metro Firestone Blue Line TOD Station, the largest landholder owns nine contiguous parcels along the southern side of Nadeau Street between Compton Avenue and Maie Avenue.

FINDINGS + RECOMMENDATIONS

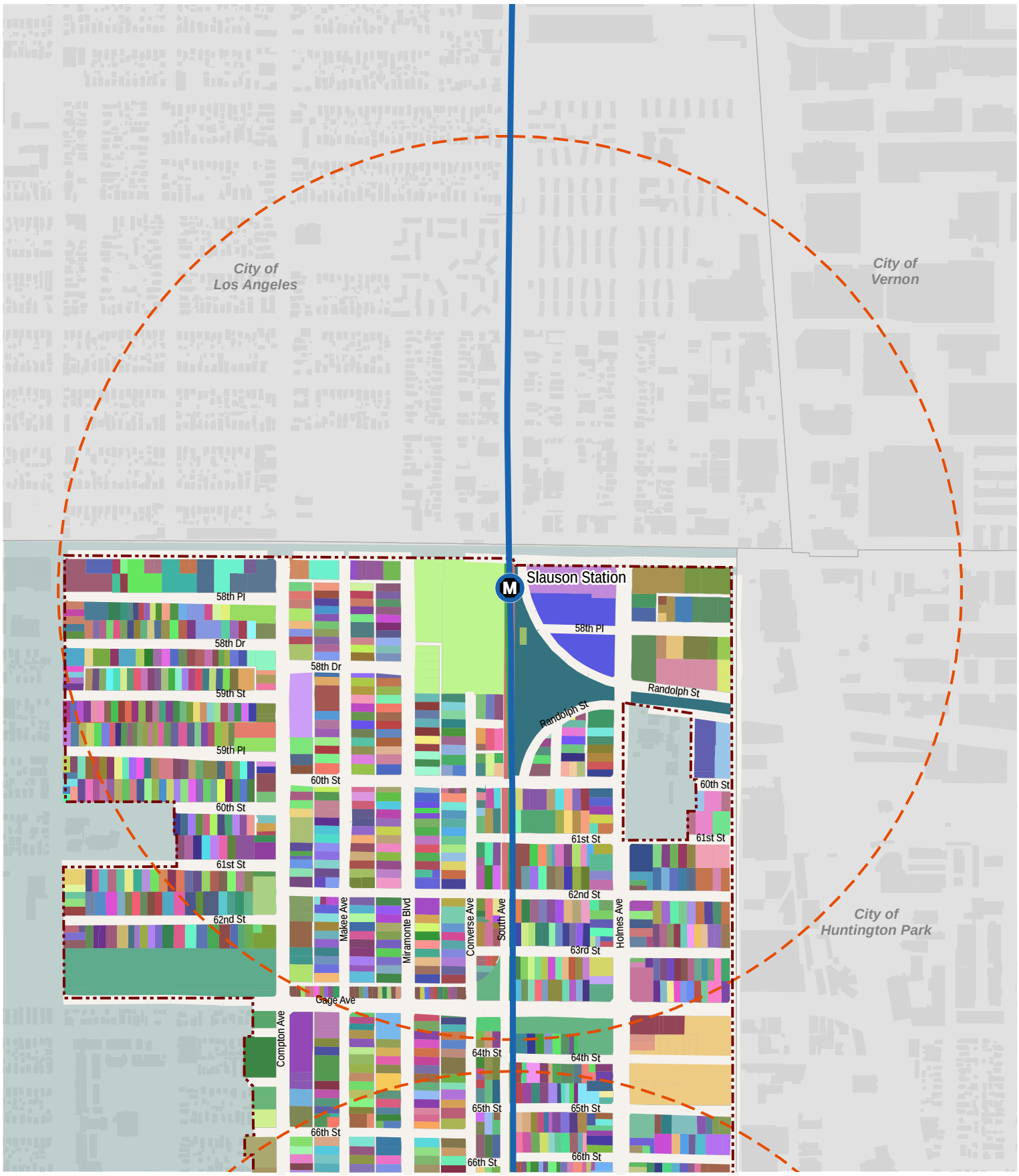
Findings

- Most blocks in the Study Area are owned by multiple landowners with few areas of consecutive ownership.

Recommendations

- Consider the need to address phasing and coordination with multiple entities when establishing standards for public realm improvements.
- Consider strategic partnerships with entities owning large landholdings, such as the top 10 largest owners illustrated in Figures 25 through 27, particularly those owning multiple contiguous parcels, which form significant redevelopment opportunities.

Figure 19: Property Ownership – Slauson Metro A Line (Blue) Station

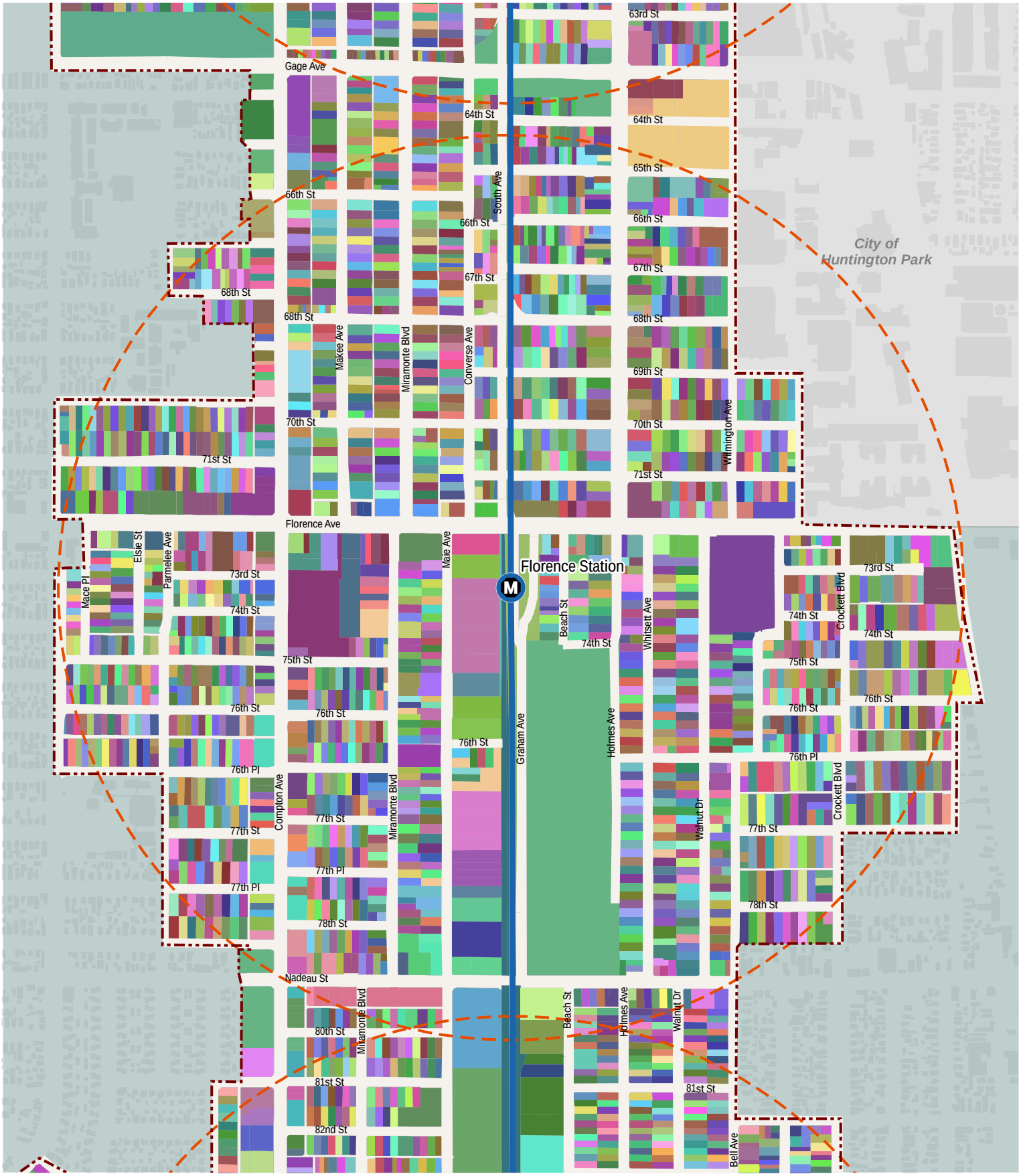


Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 20: Property Ownership – Florence Metro A Line (Blue) Station



Study Area

Florence-Firestone

1/2 mile TOD Radius

Metro Station

Metro A Line (Blue)

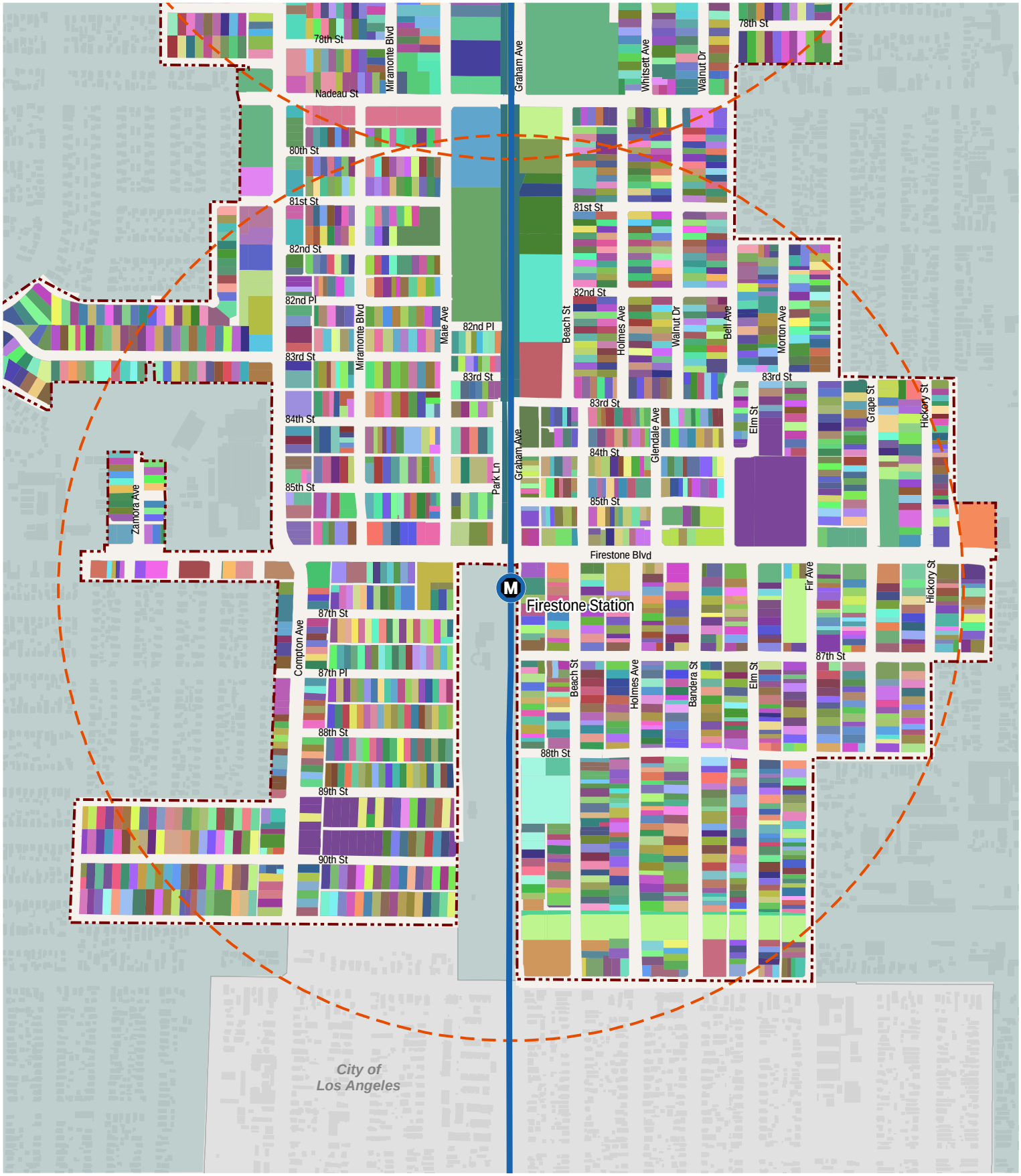
Assessor Parcel

Feet

0 375 750

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 21: Property Ownership - Firectone Metro A Line (Blue) Station

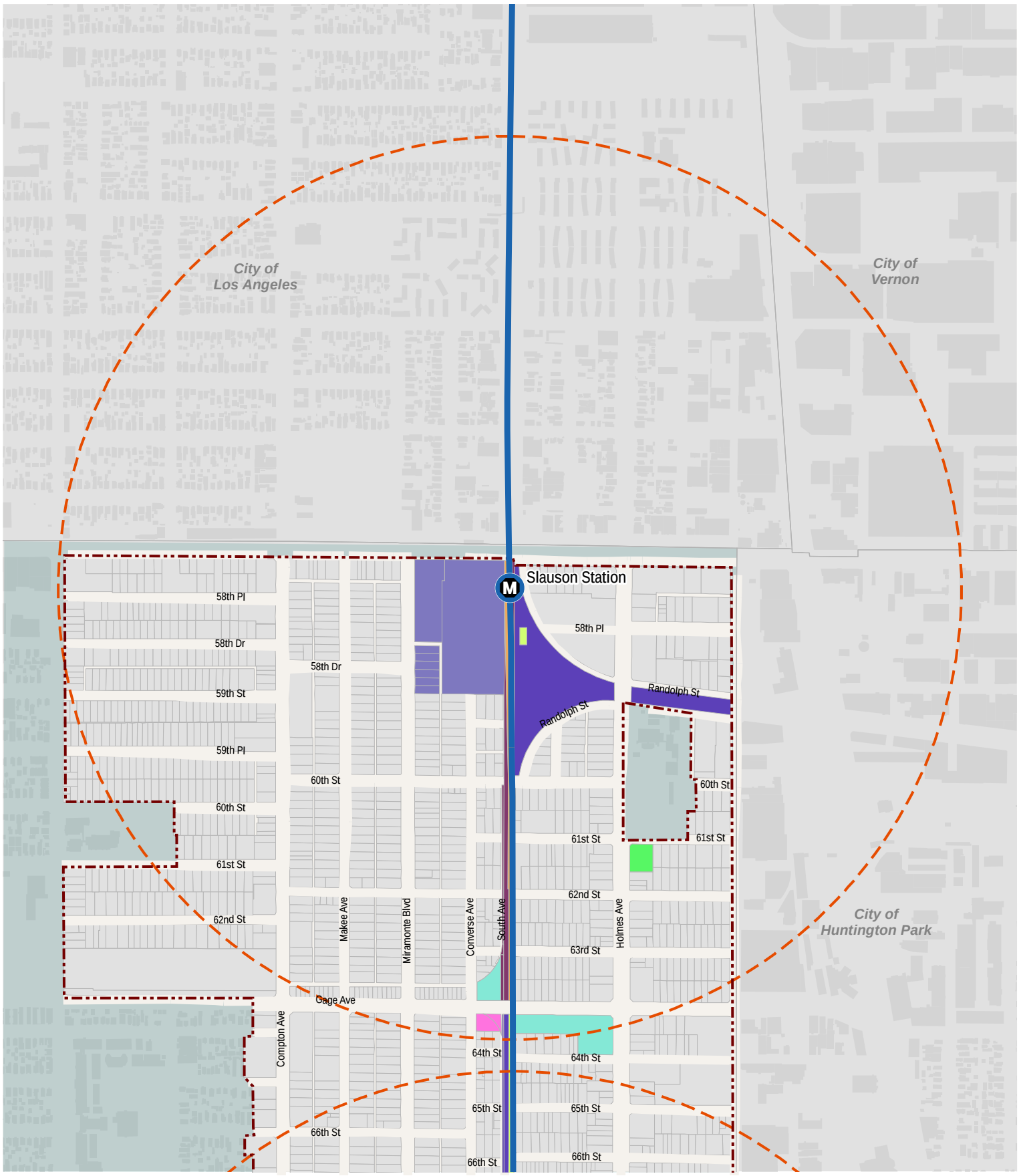


Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 22: Public Landowners – Slauson Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)

Assessor Parcel

Public Ownership

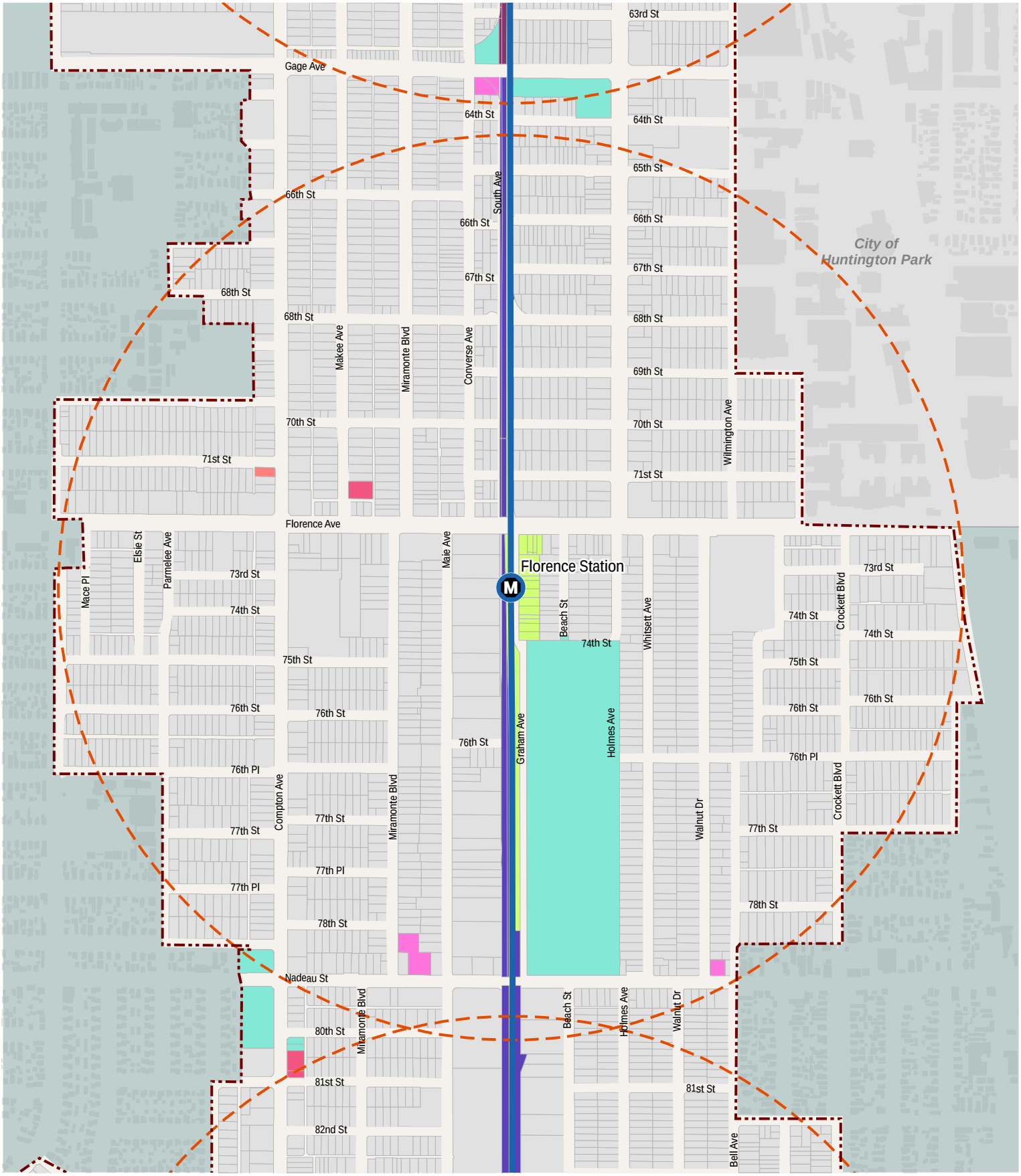
LADWP
LA County Community Dev
LA County Metropolitan

LA County
LACMTA
SoCal Water Co
Sou Pac Trans Co
Union Pacific RR

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 23: Public Landowners – Florence Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel

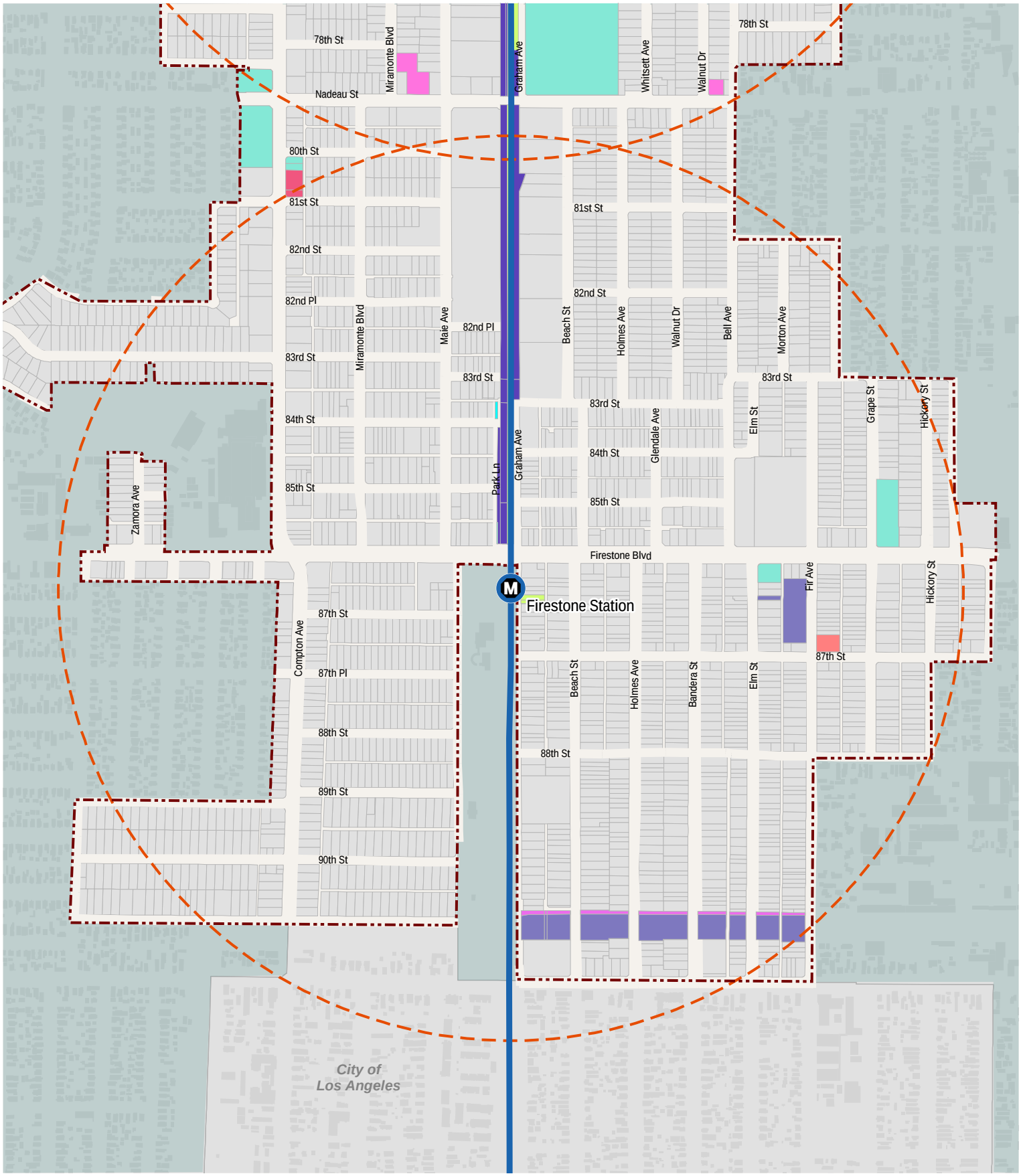
Public Ownership

LA County Consolidated Fire
SoCal Edison Co
LA County Metropolitan
LA County
LACMTA
SoCal Water Co
Sou Pac Trans Co
Union Pacific RR

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 24: Public Landowners – Firestone Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)

Assessor Parcel

Public Ownership

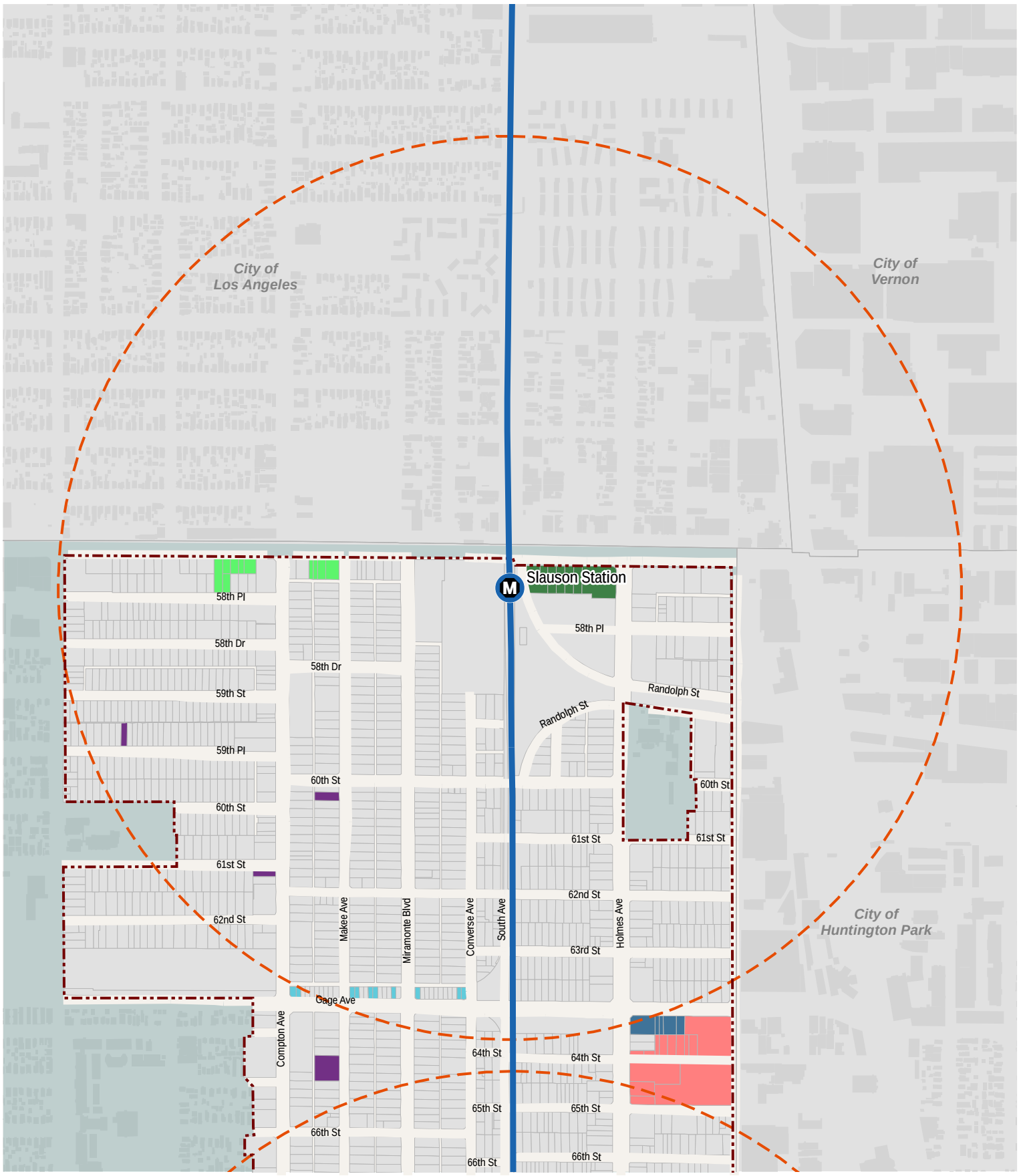
LADWP
LA County
State of California

LACMTA
Metropolitan Water District
SoCal Edison Co
SoCal Water Co
Sou Pac Trans Co
LA County Consolidated Fire

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 25: Largest Landholdings – Slauson Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel

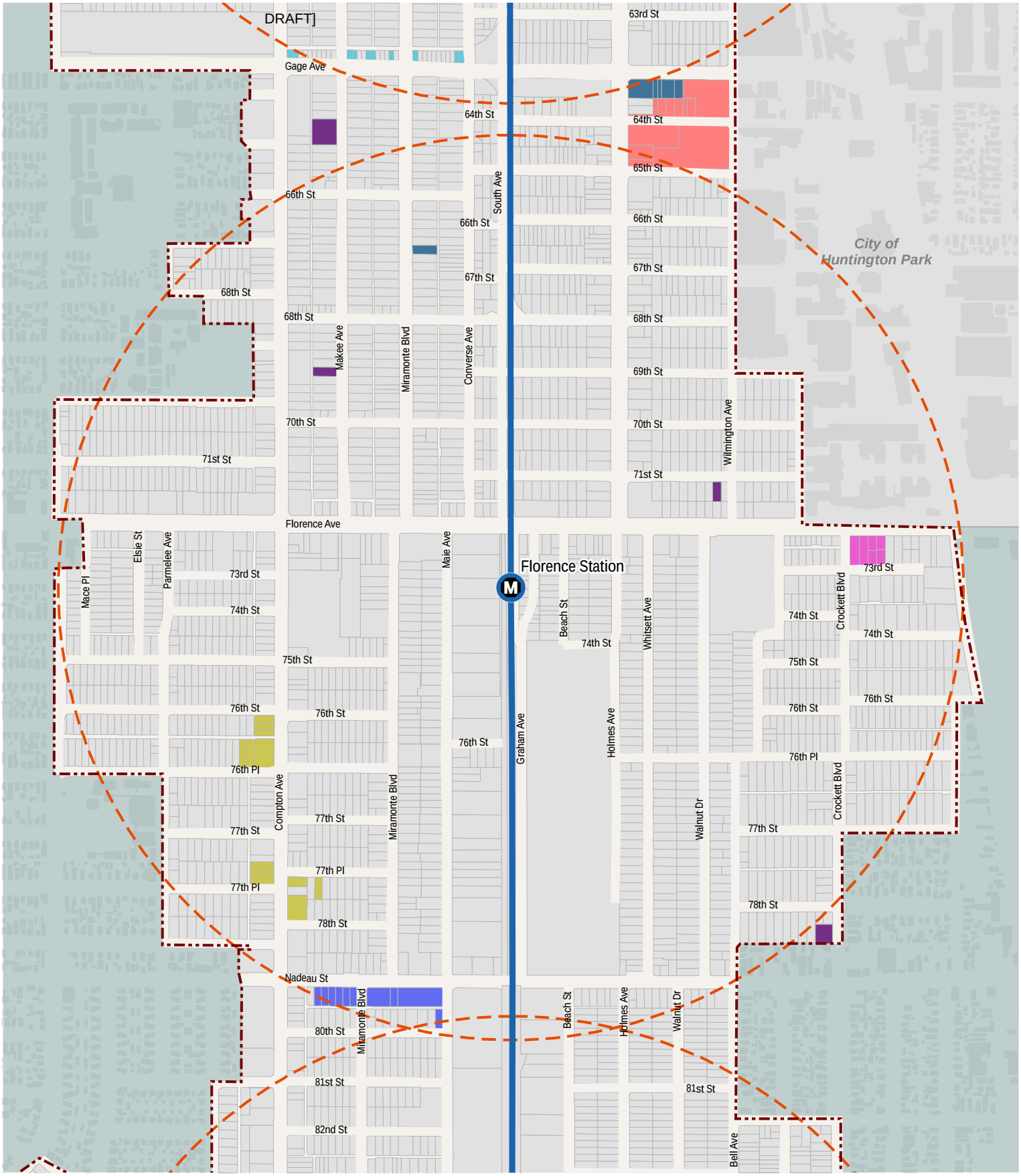
Owner Rank (No. Parcels)

#1 Largest Owner (13)
#3 Largest Owner (10)
#4 Largest Owner (10)
#6 Largest Owner (8)
#9 Largest Owner (6)
#10 Largest Owner (6)

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 26: Largest Landholdings – Florence Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)

Assessor Parcel

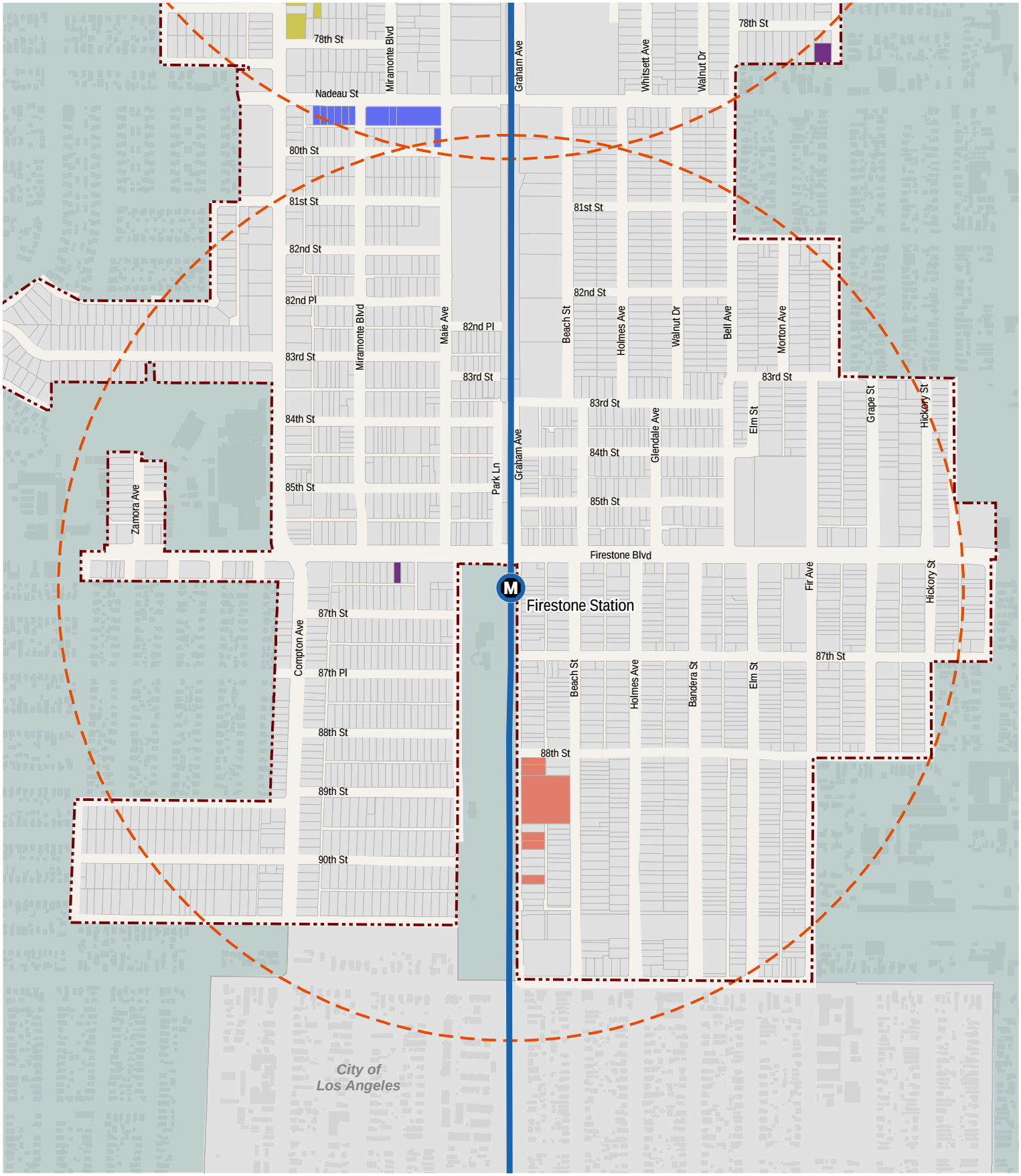
Owner Rank (No. Parcels)

#1 Largest Owner (13)
#2 Largest Owner (12)
#3 Largest Owner (10)
#5 Largest Owner (9)
#8 Largest Owner (6)
#9 Largest Owner (6)
#10 Largest Owner (6)

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 27: Largest Landholdings – Firestone Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel

Owner Rank (No. Parcels)
#2 Largest Owner (12)
#5 Largest Owner (9)
#7 Largest Owner (6)
#10 Largest Owner (6)

0 375 750 Feet

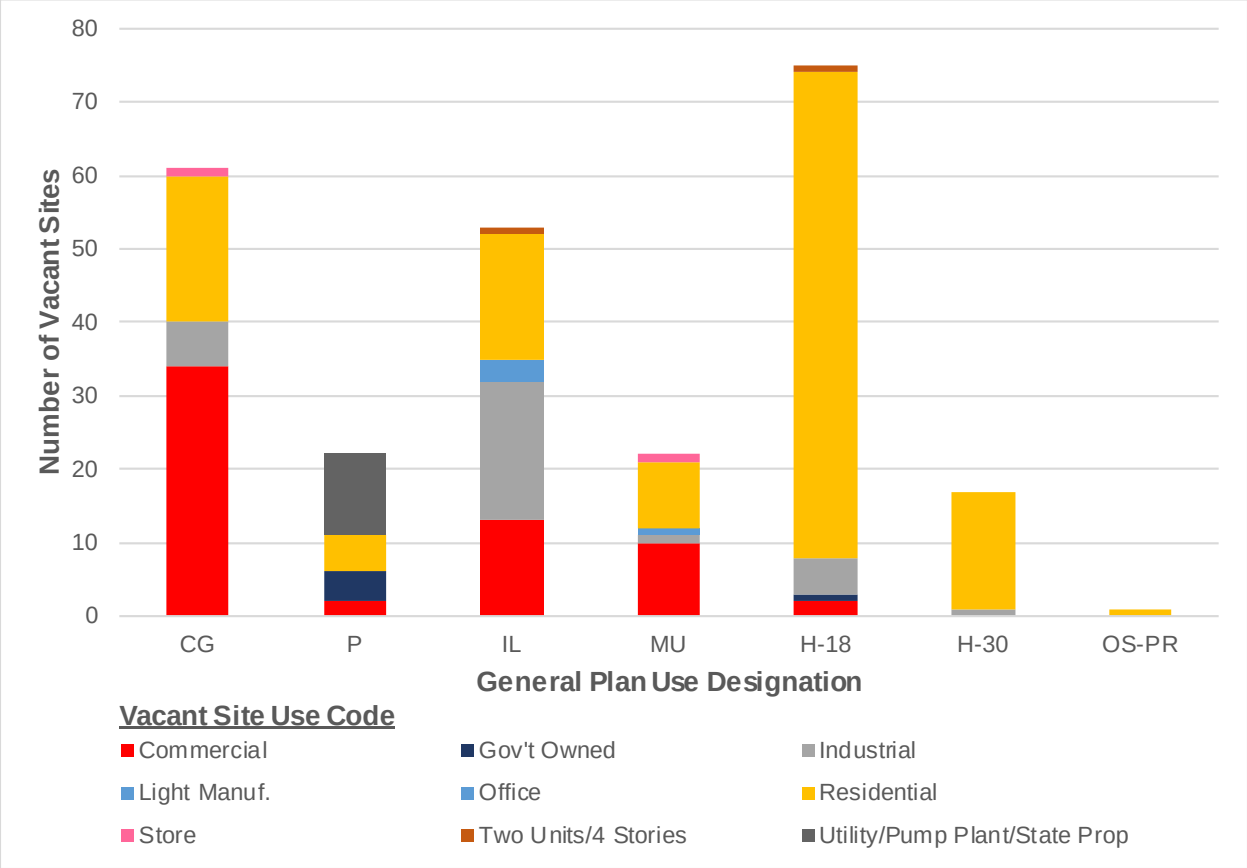
Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

3.1.4 Parking and Vacant Sites

Figure 29 through **Figure 31** identify parking lots and vacant sites. Overall, the Study Area has a very limited supply of parking lots and vacant sites. Generally vacant sites and parking lots represent opportunities to increase intensity by repurposing sites without disrupting existing development. Utilization of vacant sites can be straightforward and subject to property owner action. Therefore, a limited presence of these sites in the Study Area indicates constrained redevelopment opportunity.

While vacant lots are somewhat limited (251 total), a breakdown of vacant sites by Los Angeles County Assessor Use Code (existing land use) and General Plan land use designation, is included in Table 7 for reference. As show in Table 7, the most common vacant site existing land use is residential (yellow), followed by commercial (red). The General Plan land use designation H-18 has the highest number of vacant sites (75), the vast majority of which are existing residential uses (66).

Figure 28: Vacant Sites Use Code by General Plan Land Use Designation



Utilization of parking lots needs to be evaluated to identify impacts on surrounding businesses. Development of parking lot sites should also consider their impact on the immediately adjacent neighborhoods. In previous public outreach forums, the Florence-Firestone community has expressed that parking in residential neighborhoods is congested, which will need to be considered when developing parking sites, as well as when considering changes to parking ratios or increasing density in residential areas. A balanced approach to increase transit access to reduce reliance on/need for cars and “right sizing” parking standards is recommended.

See the Mobility and Equity Study for additional information related to parking.

FINDINGS + RECOMMENDATIONS

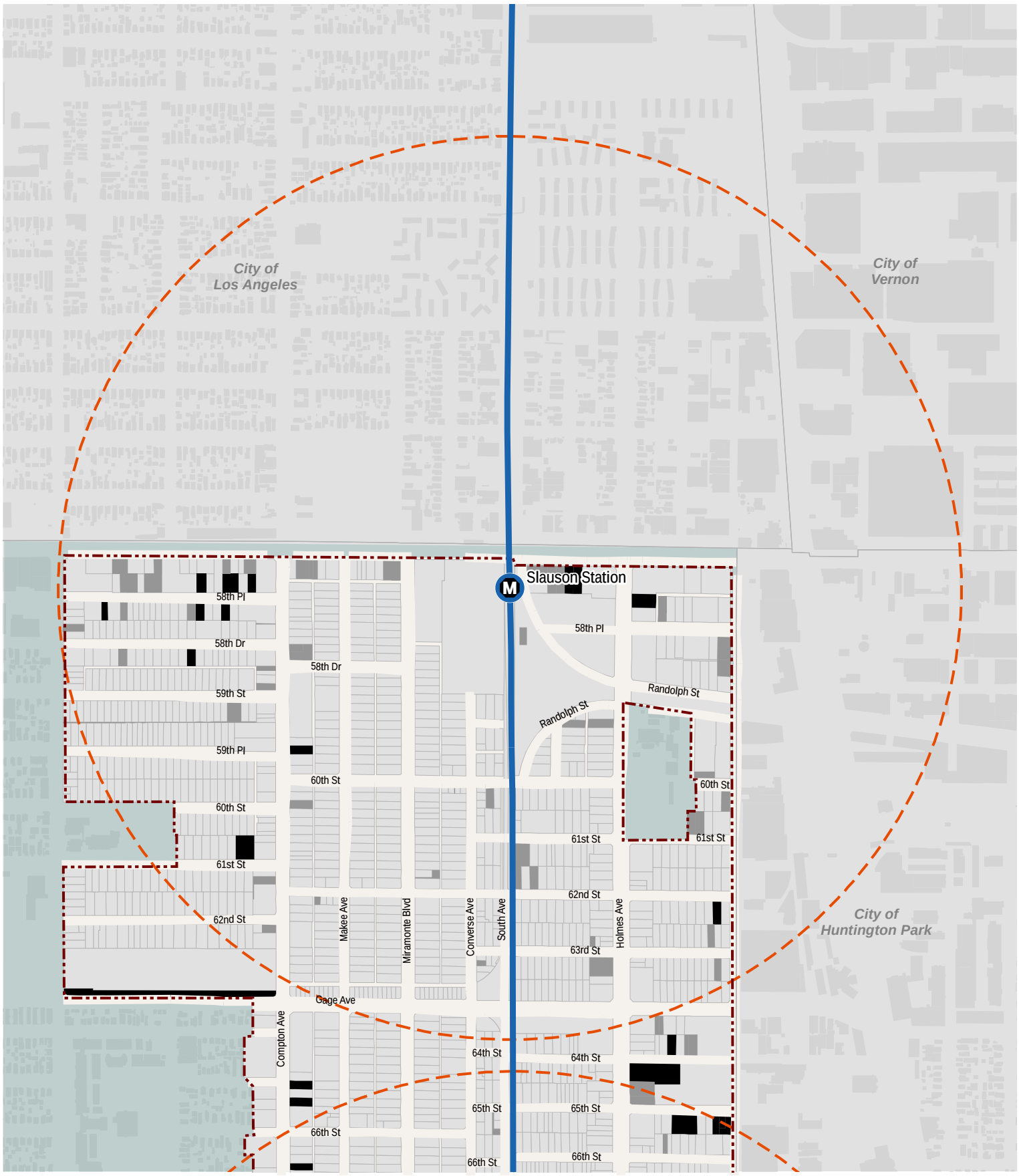
Findings

- Vacant and parking lot sizes are generally limited in the Study Area.
- The most common vacant site existing land use is residential, followed by commercial.
- The General Plan land use designation H-18 has the highest number of vacant sites (75), the vast majority of which are designated for residential use (66).
- Residential neighborhoods have congested parking conditions according to residents.

Recommendations

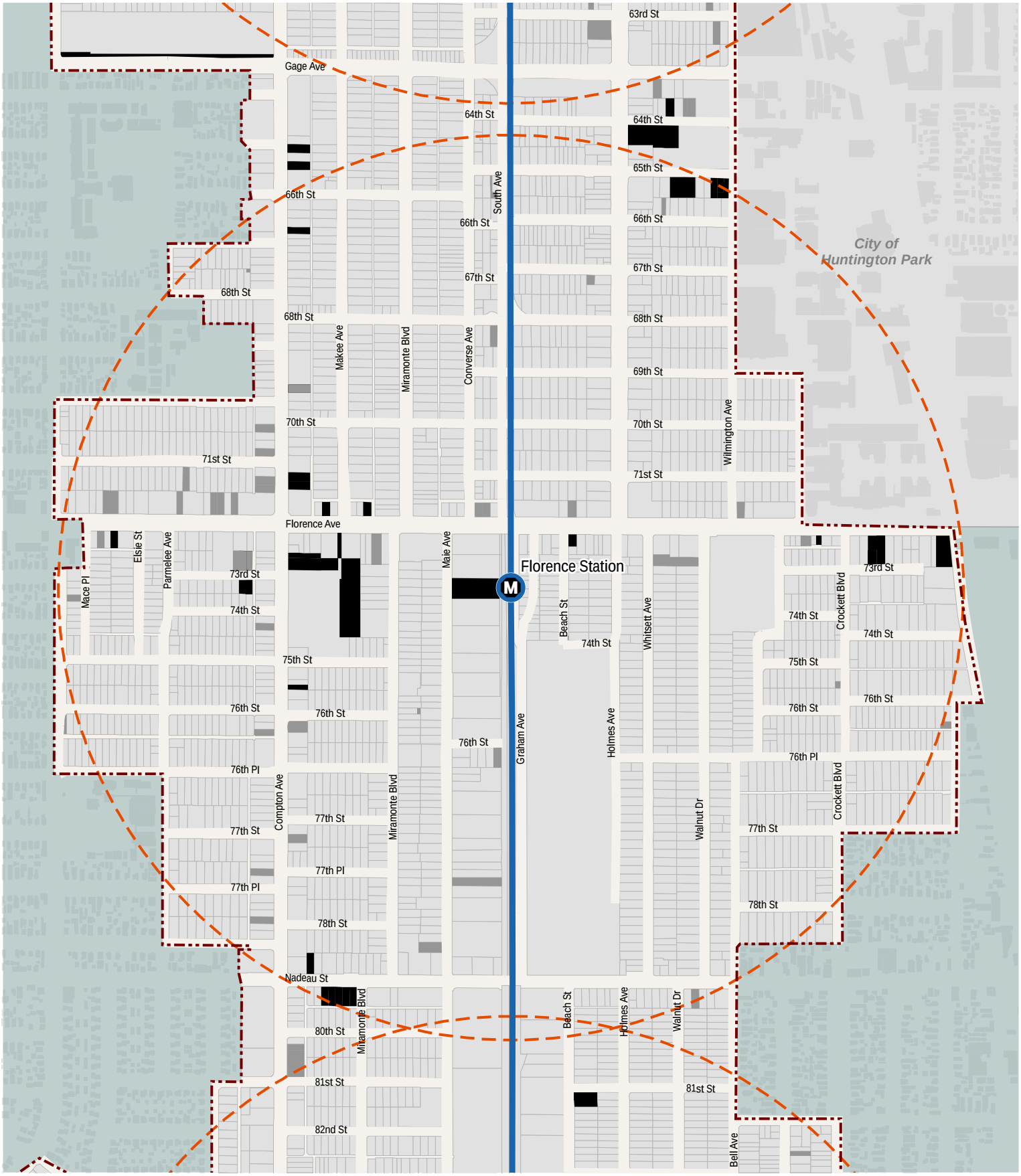
- Parking should be managed as a resource in the Study Area consider adding shared parking resources, smart technologies, and dynamic tools to better manage resource availability, where parking is scarce
- Consider the creation of a parking district strategy to reduce vehicle trips, particularly in new mixed-use development areas.
- Assess parking requirements for permitted uses to determine if right sizing is required, particularly in areas where higher intensity mixed-use is proposed and a 'park-once' strategy is feasible.
- Locate surface parking at the side or rear of buildings and require vehicle access to lots or structures to minimize the impact of parking structures along the street edge.

Figure 29: Parking and Vacant Sites – Slauson Metro A Line (Blue) Station



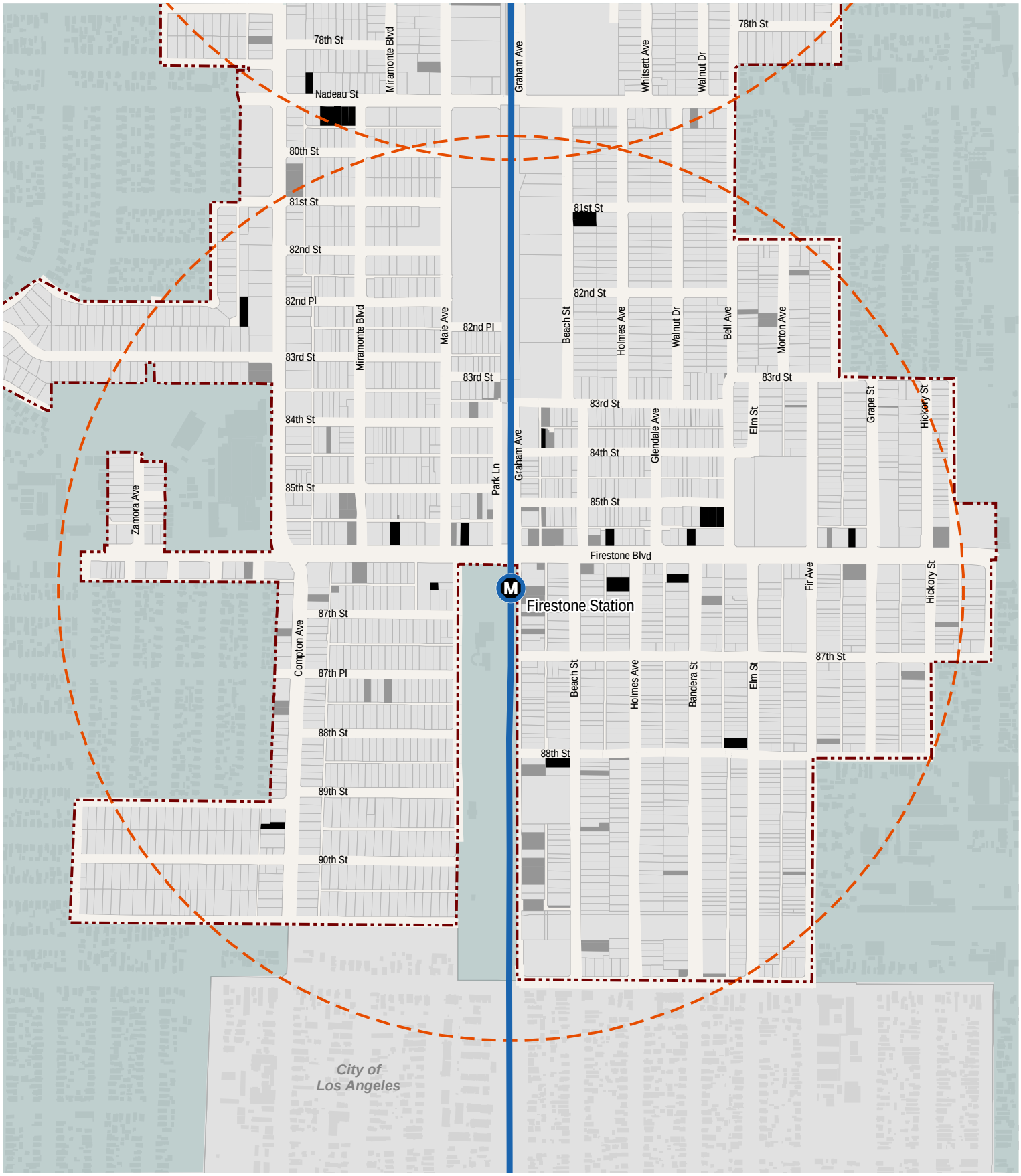
Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 30: Parking and Vacant Sites – Florence Metro A Line (Blue) Station



Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 31: Parking and Vacant Sites – Firestone Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel
Surface Parking
Vacant Lot

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

3.1.5 Sidewalks and Streetscape

An enhanced streetscape and public realm network are critical to enhancing connectivity, comfort, and experience for pedestrians. This subsection focuses on existing sidewalk widths and streetscape conditions as an initial assessment of public realm elements for further analysis.

Sidewalks play an important role in the built environment, serving as spaces for pedestrian travel, entryways to buildings, sidewalk dining, and street trees and landscaping, as well as a range of amenities, such as benches, bus shelters, bicycle racks, and trash receptacles. Sufficient sidewalk widths ensure that the sidewalk environment can support all these functional activities. Street trees, as one of the many sidewalk elements, are most successful when planted with enough allocated space to grow, ensuring a healthy tree canopy to provide shade for pedestrians. As shown in **Figure 35**, existing sidewalk widths range but are generally 14 feet along Florence Avenue, 10 feet along Firestone Avenue, and 10 feet along Compton Avenue north of Nadeau Street, narrowing to 8 feet between Nadeau Street and the Study Area boundary, and 12 feet along Miramonte Boulevard. On smaller industrial and some residential neighborhood streets, existing sidewalk widths are generally between 6 and 10 feet. The National Association of Transportation Officials (NACTO) and industry best practices recommend that a sidewalk in a residential area have a clear path of 5 to 6 feet so two people using wheelchairs can comfortably pass each other while retail or mixed-use areas with more pedestrian activity have a clear path of 7 to 14 feet.[3] While sidewalk widths of 10 feet may be sufficient to support the recommended clear path of 5 to 6 feet and pedestrian comfort in low-density residential neighborhoods, sidewalks of less than 12 feet in commercial, mixed-use, or higher-density residential neighborhoods are generally too narrow to support the recommended clear path of 7 to 14 feet in addition to street trees, parkways, and amenities needed to support walkability near transit. A sidewalk width of 15 feet or more is recommended in retail or mixed-use areas where there are higher numbers of pedestrians and more sidewalk activity, like outdoor dining, sidewalk displays, and streetscape furniture, and a clear path of 7 to 14 feet is critical.

While a detailed inventory of trees and street furniture was not assessed, general observations through site visits and Google Streetview show that tree canopy and sidewalk amenities are inconsistent with opportunities for improvement. At the time of the writing of this Community Atlas, no formally adopted streetscape plans governing the public realm are in place within the Study Area. As shown in **Figures 32 through 34**, the streetscape and public realm visual character, features, and conditions vary across the Study Area. For example, along residential neighborhood streets, such as Miramonte Boulevard 12-foot sidewalks with landscaped parkways can be found. Along Florence Avenue, streetscape improvements include a center landscaped median; 14-foot sidewalks; and sidewalk amenities, such as benches, pedestrian lighting, trash receptacles, and street trees. Curb extensions are also located on Florence Avenue; one example at Hooper Avenue.. Along commercial streets throughout the Study Area, except for Florence Avenue, sidewalk widths are generally narrow and space constrained, with some large ficus trees and other street tree species.

3.1.5.1 Tree Canopy

Urban trees play an important role in keeping communities livable, sustainable, and resilient. Trees improve air quality, increase urban biodiversity, and help reduce carbon emissions[4] as

[3] National Association of Transportation Officials (NACTO) Global Designing Cities Initiative, Sidewalks Design Guidance. Accessed here: https://globaldesigningcities.org/publication/global-street-design-guide/designing-streets-people/designing-for-pedestrians/sidewalks/design-guidance/

[4] Food and Agriculture Organization of the United Nations (2016) Building greener cities: nine benefits of urban trees. Accessed from: http://www.fao.org/zhc/detail-events/en/c/454543/

well bring health, social, economic, and aesthetic benefits to communities. As temperatures continue to rise, trees can enhance the comfort of people walking by providing shade canopy to help reduce the urban heat island effect and decrease sidewalk temperatures. The Study Area is considered a "heat-vulnerable" area within Los Angeles County according to a recent Tree People report,[5] which shows that the burden of heat vulnerability is focused in lower-income, more densely populated communities.

Street trees are mentioned throughout the FFCP for the purposes of encouraging beautification, identity, and energy efficient building, as well as increasing shade and creating an inviting walking environment. A street tree plan is listed as one component of a larger streetscape program action item to create a uniform shade canopy. The FFCP specifically identified the following locations as in need of street trees, landscaping, sidewalk improvements, and lighting:

- Nadeau Street,
- Slauson Avenue,
- Graham Avenue,
- Firestone Boulevard,
- industrial zones in general

In addition, bus stop beautification is included in the FFCP, with street trees being one element among others.

To better understand the existing tree canopy in the Study Area, a County of Los Angeles tree canopy raster dataset6 based on LIDAR data was used to map tree canopy, shown in **Figures 36** through **39**. In line with the recommendations in the FFCP, tree canopy is limited on the major roads in the Study Area, including:

- Slauson Avenue,
- Florence Avenue,
- Firestone Boulevard,
- Nadeau Street, and
- Compton Boulevard.

Notably, Whitsett Avenue and Walnut Drive between Florence Avenue and Nadeau Street, a residential area, have comparably more consistent tree canopy coverage. Industrial areas, such as those bordering the Metro right-of-way and to the east of the Metro Slauson Station, are lacking tree canopy.

[5] Tree People and Los Angeles Urban Cooling Collaborative (2020) Rx for Hot Cities: Climate Resilience through Urban Greening and Cooling in Los Angeles. Access from: https://www.treepeople.org/sites/default/files/pdf/publications/Rx%20for%20Hot%20Cities_Project%20Report.pdf

[6] For details on the multi-step process to develop the tree canopy data, see Los Angeles County GIS Data Portal, https://egis3.lacounty.gov/dataportal/2010/12/23/tree-canopy-raster-2006-data/

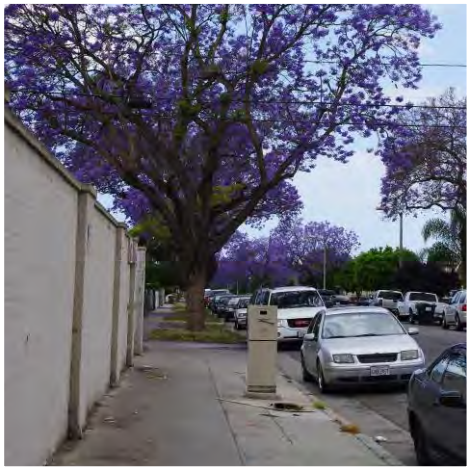
Figure 32: Visual Street Character and Public Realm Conditions - Residential

Residential street with approx. 4 ft. sidewalk and landscaped parkway | Source: A Paseo Through Time in Florence-Firestone

Residential street with approx. 5 ft sidewalk, landscaped parkway and street trees

Residential street with approx. 6 ft sidewalk and landscaped parkway

Residential street with approx. 12 ft sidewalk with no parkway



Residential street with approx. 4 ft sidewalk and landscaped parkway

Figure 33: Visual Street Character and Public Realm Conditions - Commercial

Compton Boulevard and Florence Avenue commercial street with approx. 10 ft. sidewalk

Compton Boulevard commercial street with approx. 14 ft. sidewalk

Commercial street with 8 ft. sidewalk and no parkway

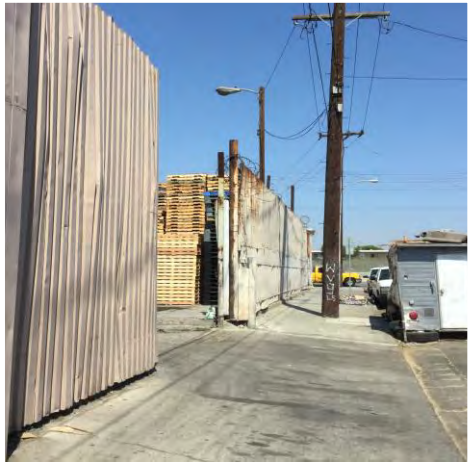
Florence Avenue commercial street with approx. 14 ft. sidewalk, street trees and seating

Florence Avenue commercial street with 14 ft. sidewalk adjacent to the transit station

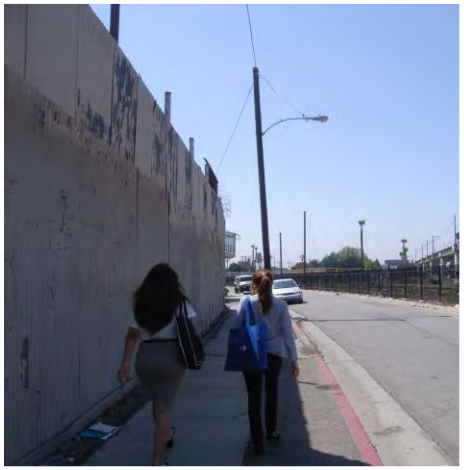
Figure 34: Visual Street Character and Public Realm Conditions - Industrial

Industrial street with approx. 5 ft. sidewalk and utilities that conflict with clear walking path

Industrial street with approx. 8 ft. sidewalk and utilities that conflict with clear walking path



Industrial street adjacent to the Slauson Station with approx. 8 ft sidewalk



Industrial street with approx. 8 ft. sidewalk sidewalk and utilities that conflict with clear walking path

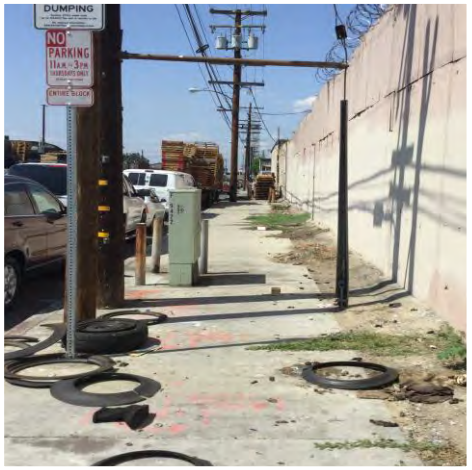
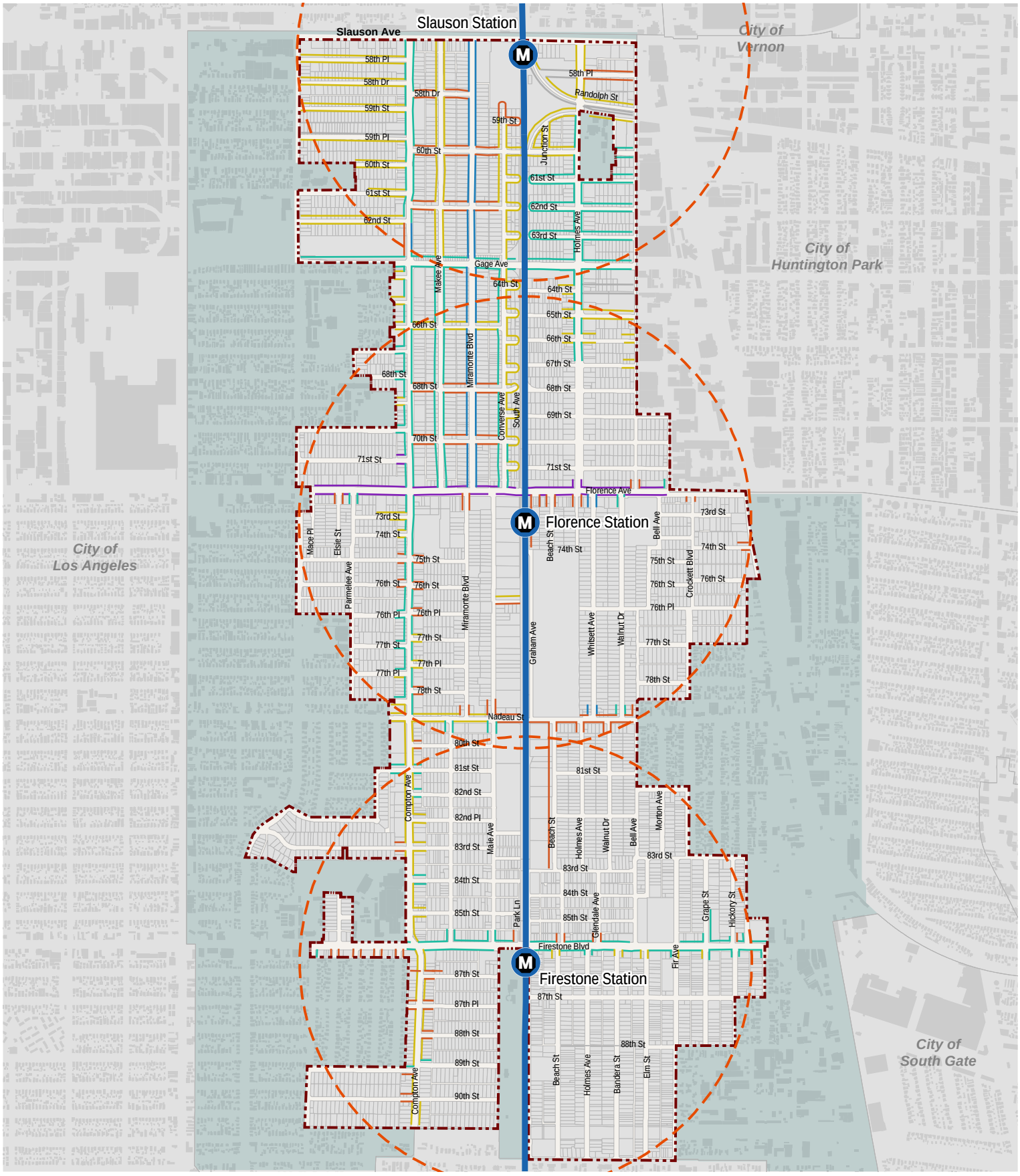


Figure 35: Existing Sidewalk Widths



Study Area
Florence-Firestone
1/2 mile TOD Radius
Assessor Parcel
Metro Station
Metro A Line (Blue)

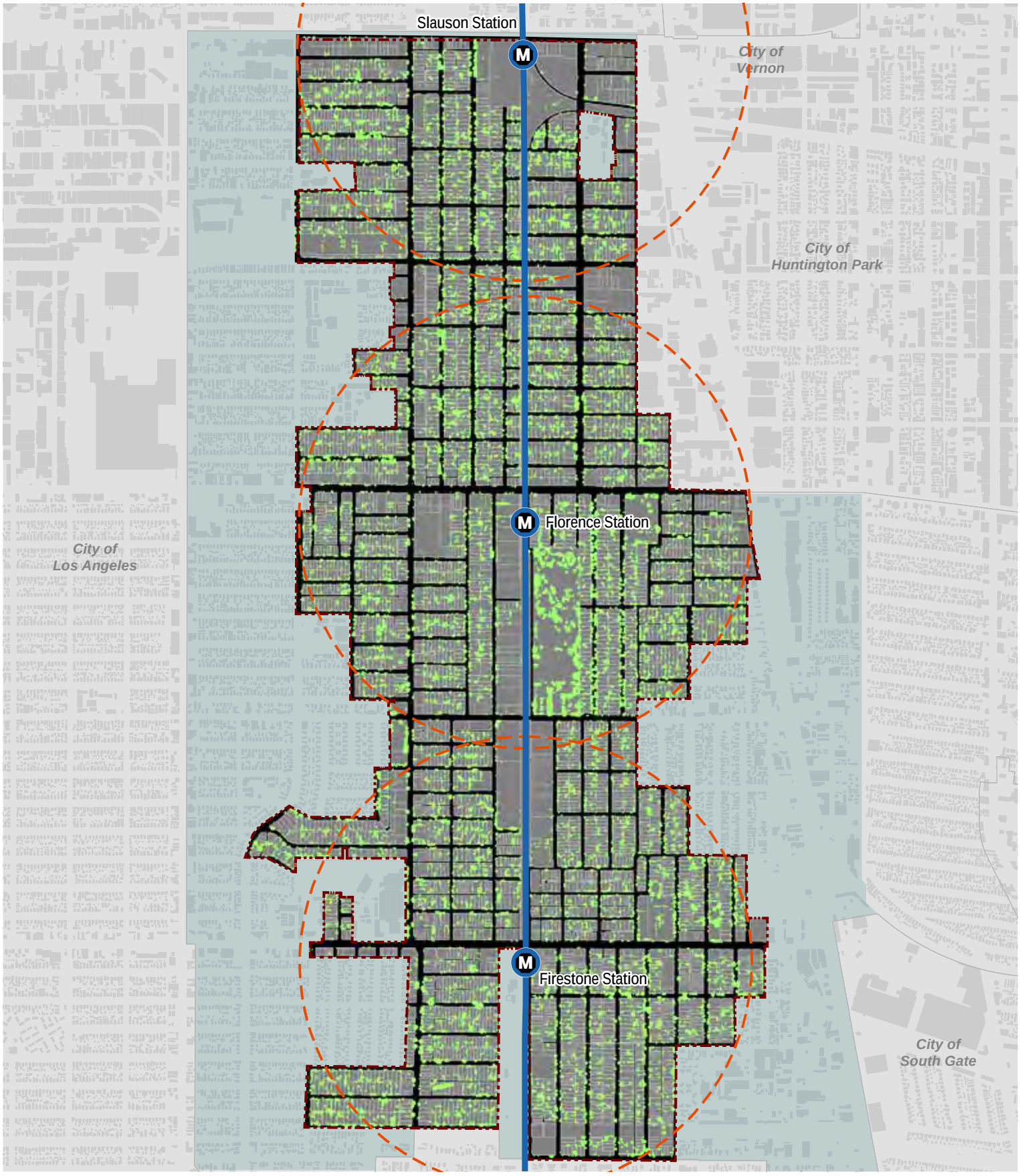
Existing Sidewalk Widths

No sidewalk
6 ft
8 ft
10 ft
12 ft
14 ft

Feet
0 750 1,500

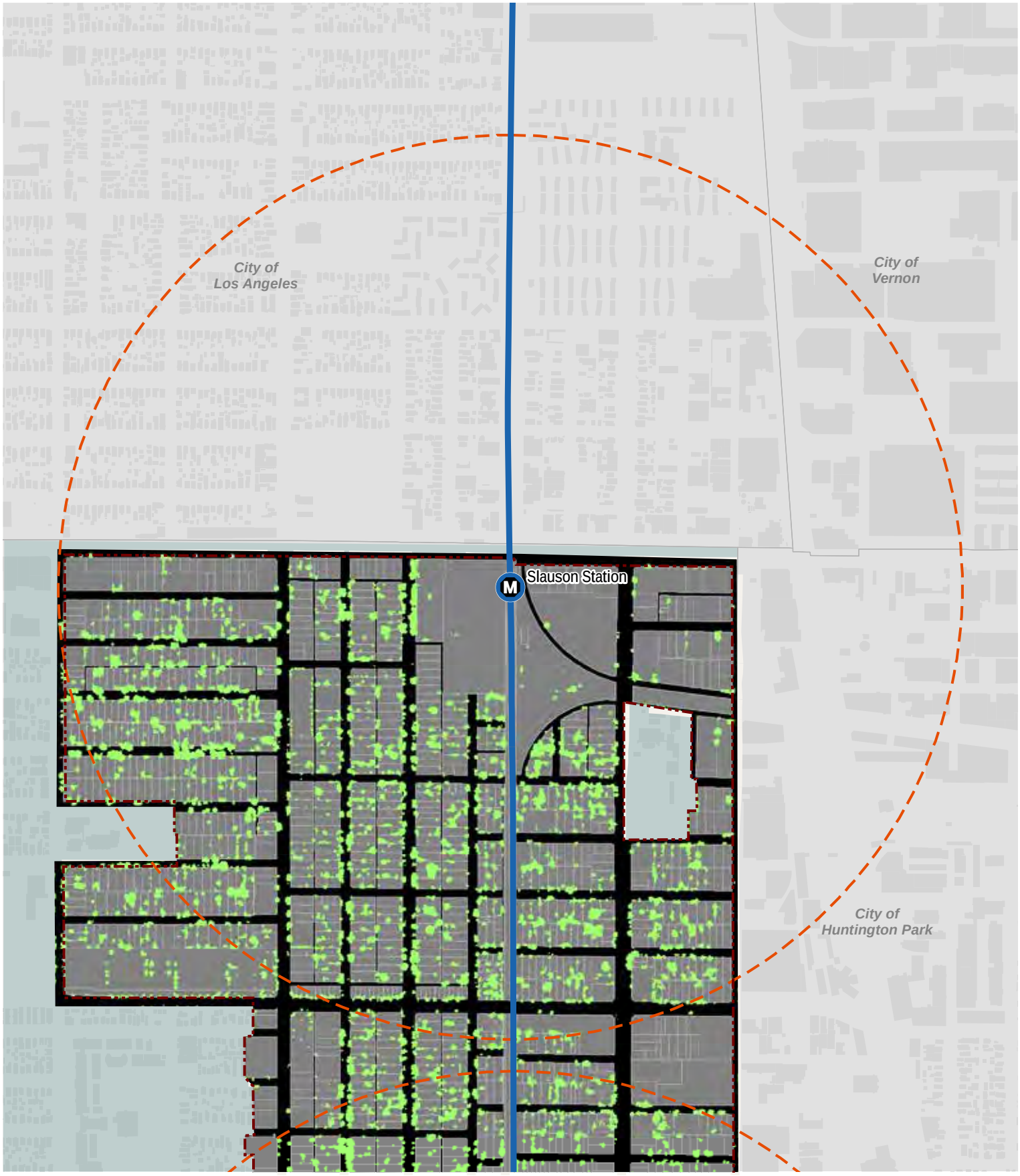
Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 36: Tree Canopy



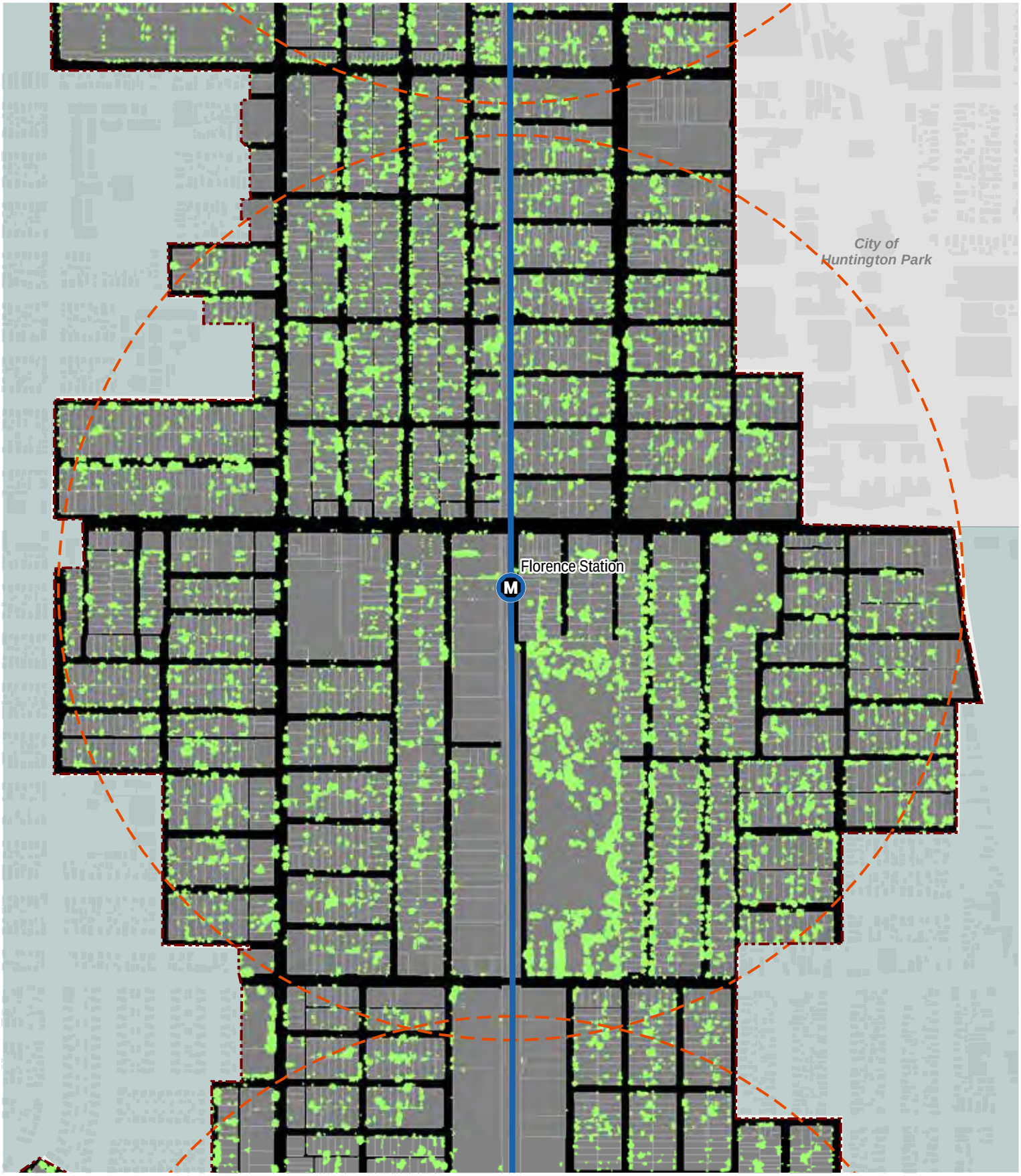
Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 37: Tree Canopy – Slauson Metro A Line (Blue) Station



Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 38: Tree Canopy – Florence Metro A Line (Blue) Station

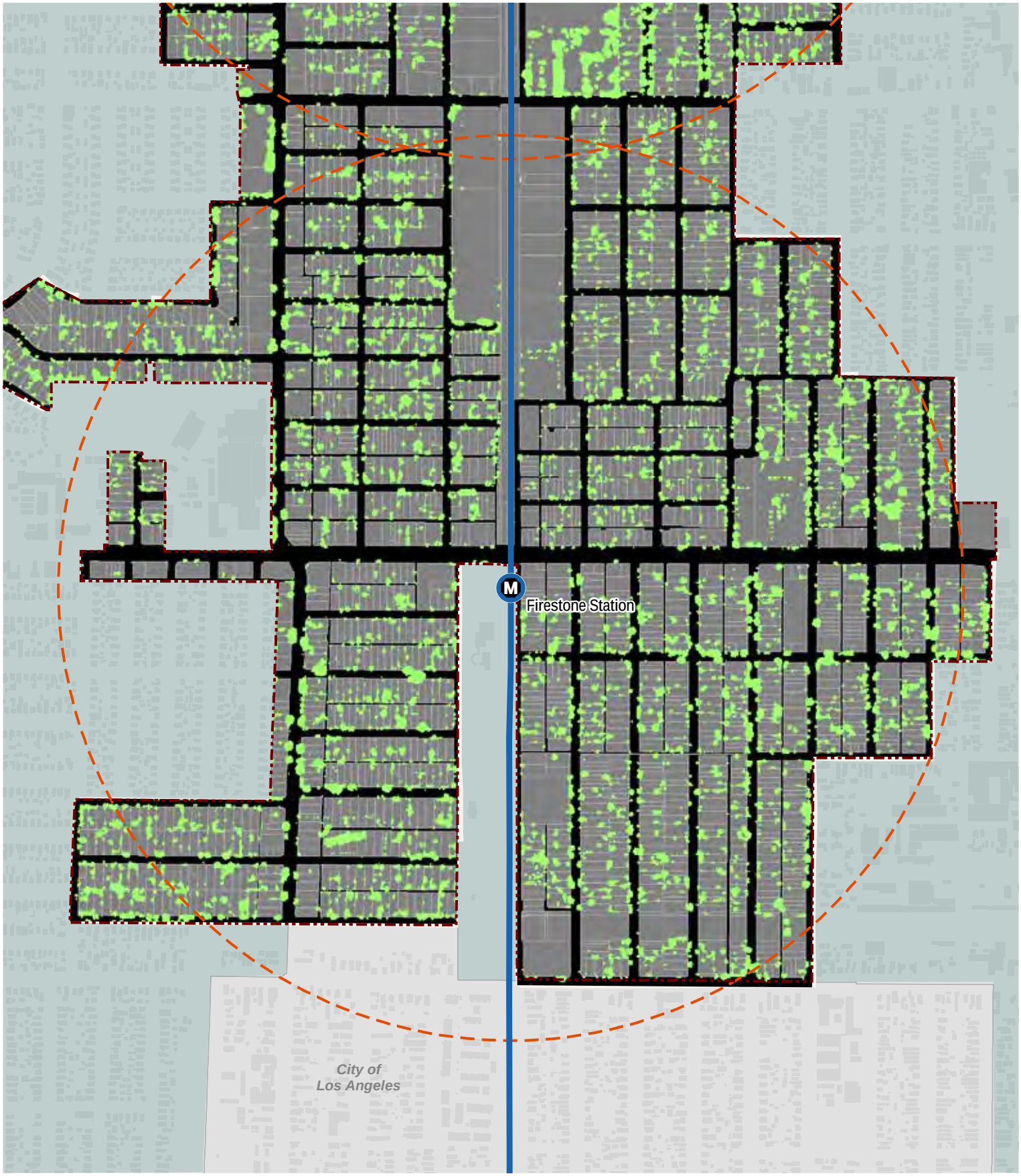


Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel
Tree Canopy

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 39: Tree Canopy – Firestone Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel
Tree Canopy

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

3.1.6 Building Figure Ground

Figure ground maps (**Figure 40** through **Figure 42**) illustrate urban form by showing the size and placement of buildings within a parcel and the patterns of the building fabric as they relate to the public realm, to each other, and in some cases neighboring context.

Along the commercial corridor of Compton Avenue is a fairly unified street wall pattern. This means the majority of buildings have a uniform condition with the front wall located at the back of the right-of-way, with little or no setbacks. However, there are interruptions in the street wall for parking, fenced outdoor storage or industrial activities, and pockets of residential homes with greater setbacks. This creates an inconsistent pattern, which is generally discouraged along commercial corridors. However, along Compton Avenue, the pattern has resulted a character of variation that seems unique, and contributes, to the community character of Florence-Firestone.

Florence Avenue is dominated by large footprint buildings built to the sidewalk, with little or no setbacks. This creates a more walkable condition between Compton Avenue and the Florence Metro Blue Line Station. The pattern and size of the buildings become more varied west of Compton Avenue and to east of the station with smaller buildings in a variety of setback conditions.

Gage Avenue is a unique condition, with a mix of auto-oriented commercial (northwest corner of Compton Avenue and Gage Avenue). This pattern transitions into row homes facing the street (but separated by a block wall from the street) east of Compton Avenue, and then transitions again east of Converse Avenue to street-oriented commercial uses. This varied figure ground pattern makes it challenging to establish a defined “character” that could be used to unify Gage Avenue

Industrial areas near Slauson Avenue and east of the Slauson Metro A Line (Blue) Station identify large existing buildings with a predominantly street-front orientation and open lot area in the rear. There is also a relatively high number of parcels in the areas with no buildings which indicates open storage or parking uses indicates open storage or parking uses.

FINDINGS + RECOMMENDATIONS

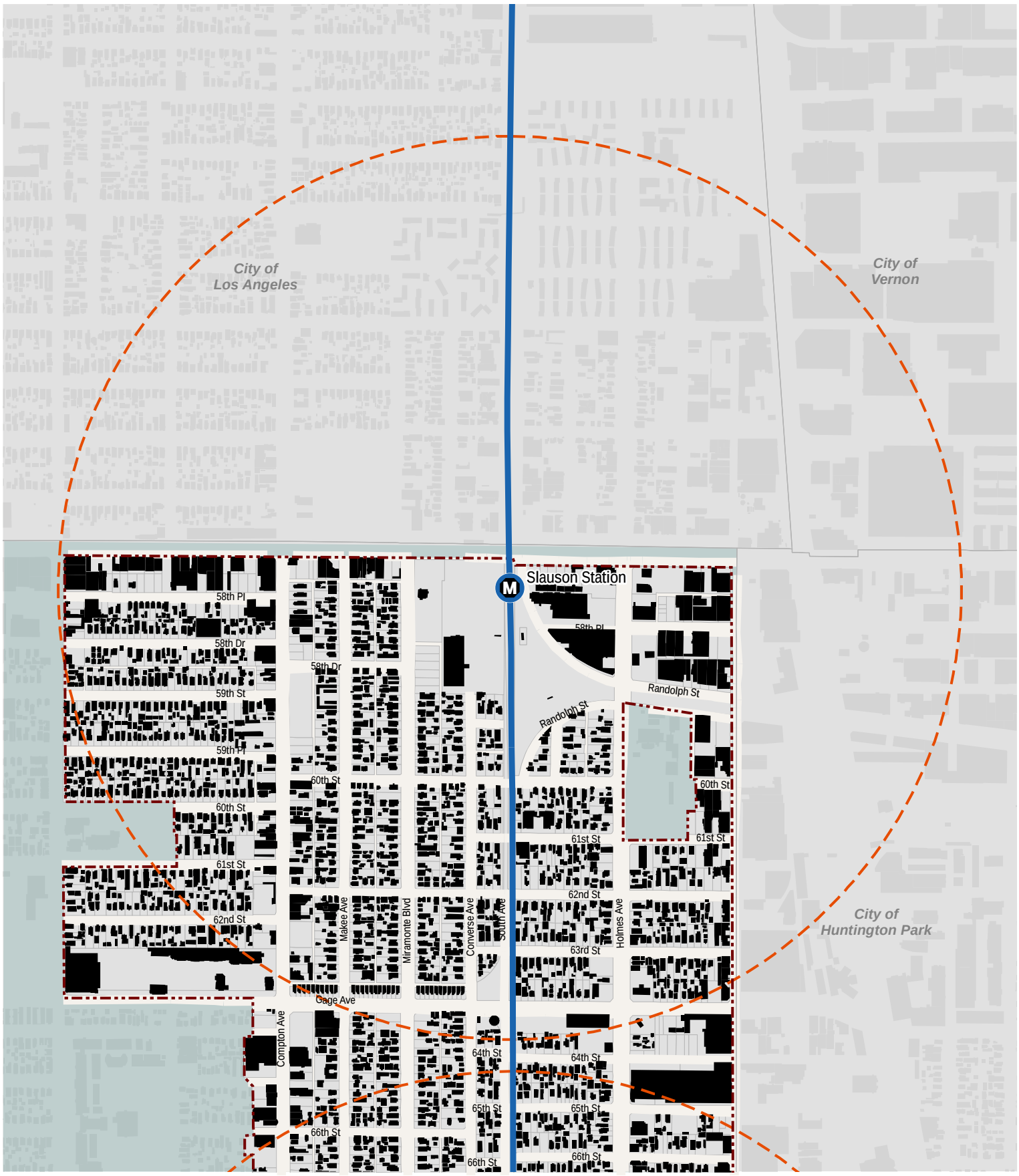
Findings

- Building patterns and building locations along the commercial corridors are varied; the variety of uses present and lack of building standards require specific building placement.
- Development patterns in the residential areas are highly consistent with similar building types, block lengths, and parcel depths.
- Sites without buildings indicate either public sites (schools, etc.) or underutilization that could be opportunities for catalytic infill.

Recommendations

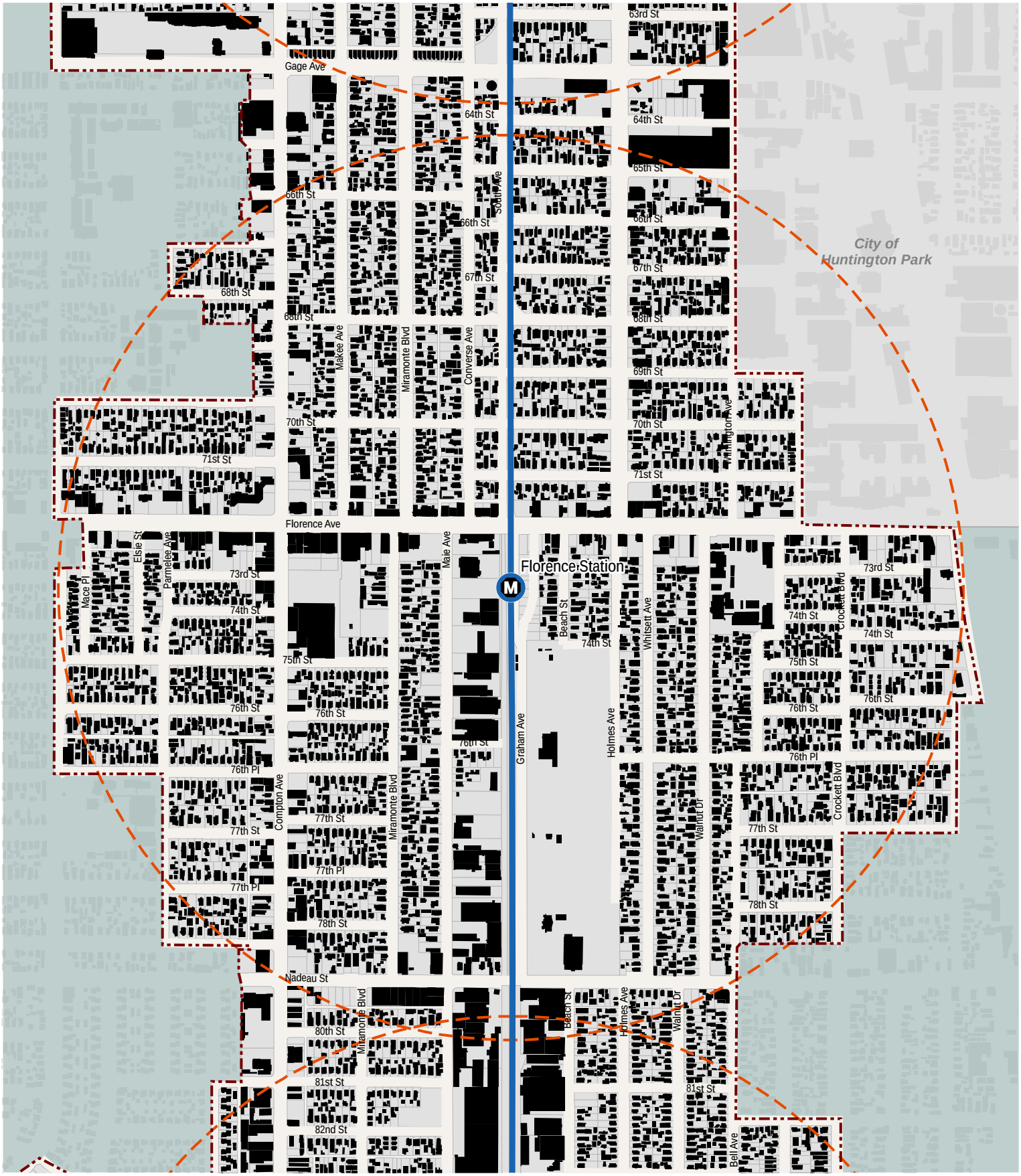
- Discuss the ‘character’ of key streets such as Compton Avenue and Florence Avenue to determine if ridged street-front setback is appropriate or if the variation along the corridor supports an identity that makes the Florence-Firestone community unique.
- Evaluate the utilization of industrial sites to identify key locations for adaptive reuse or transition to less-intensive uses.

Figure 40: Building Figure Ground – Slauson Metro A Line (Blue) Station



Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 41: Building Figure Ground – Florence Metro A Line (Blue) Station

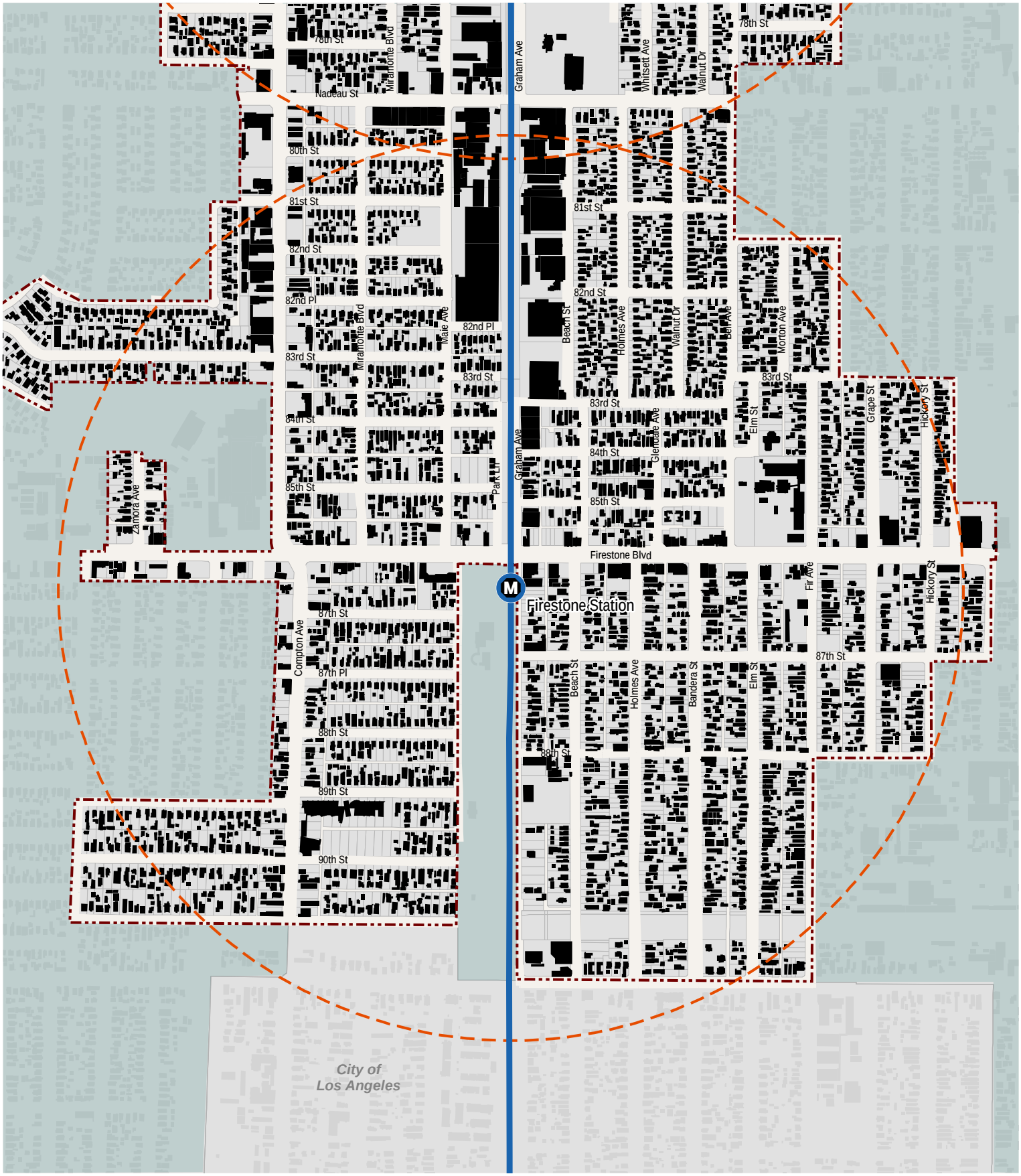


Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel
Building Footprint

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 42: Building Figure Ground – Firestone Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel
Building Footprint

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

3.1.7 Building Type and Age

Building types and ages vary throughout the Study Area. As shown in **Figure 43,** as well as **Figure 44** through **Figure 46**, buildings built prior to 1941 are common throughout the Study Area (approximately 68%), followed by buildings built between 1942 and 1969 (approximately 20%). Predominately older buildings in the Study Area signify both opportunities for redevelopment of older, underutilized buildings or protection through historic designation. More recent buildings built between 2001 and today are very few, with a notable cluster along Gage Avenue to the east and west of Compton Avenue consisting of a commercial strip mall with a variety of offices, retail, and restaurants, and a grouping of townhomes with outdoor patios and individual entrances via Gage Avenue, shown in **Figure 47**.

Figure 43: Building Age of Properties in the Study Area

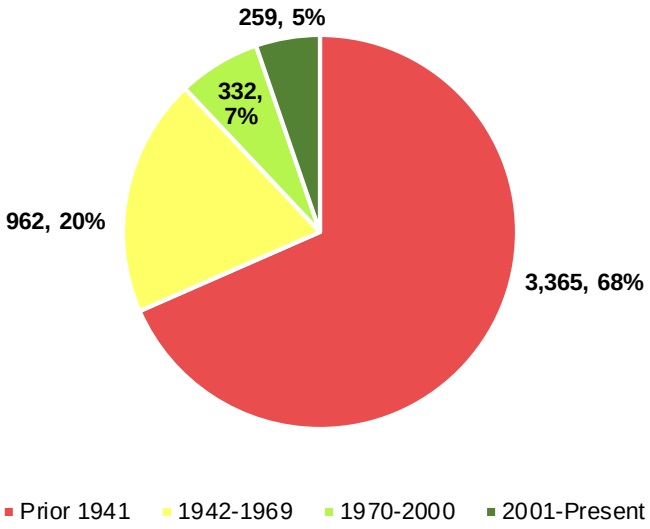


Figure 47 provides a visual assessment of predominant or interesting building types in the community as a rubric for assessing scale and type of recommended development. See Section 3.2.2 Historic Resources for a more detailed summary of architectural styles and historic designation potential in the Study Area.

FINDINGS + RECOMMENDATIONS

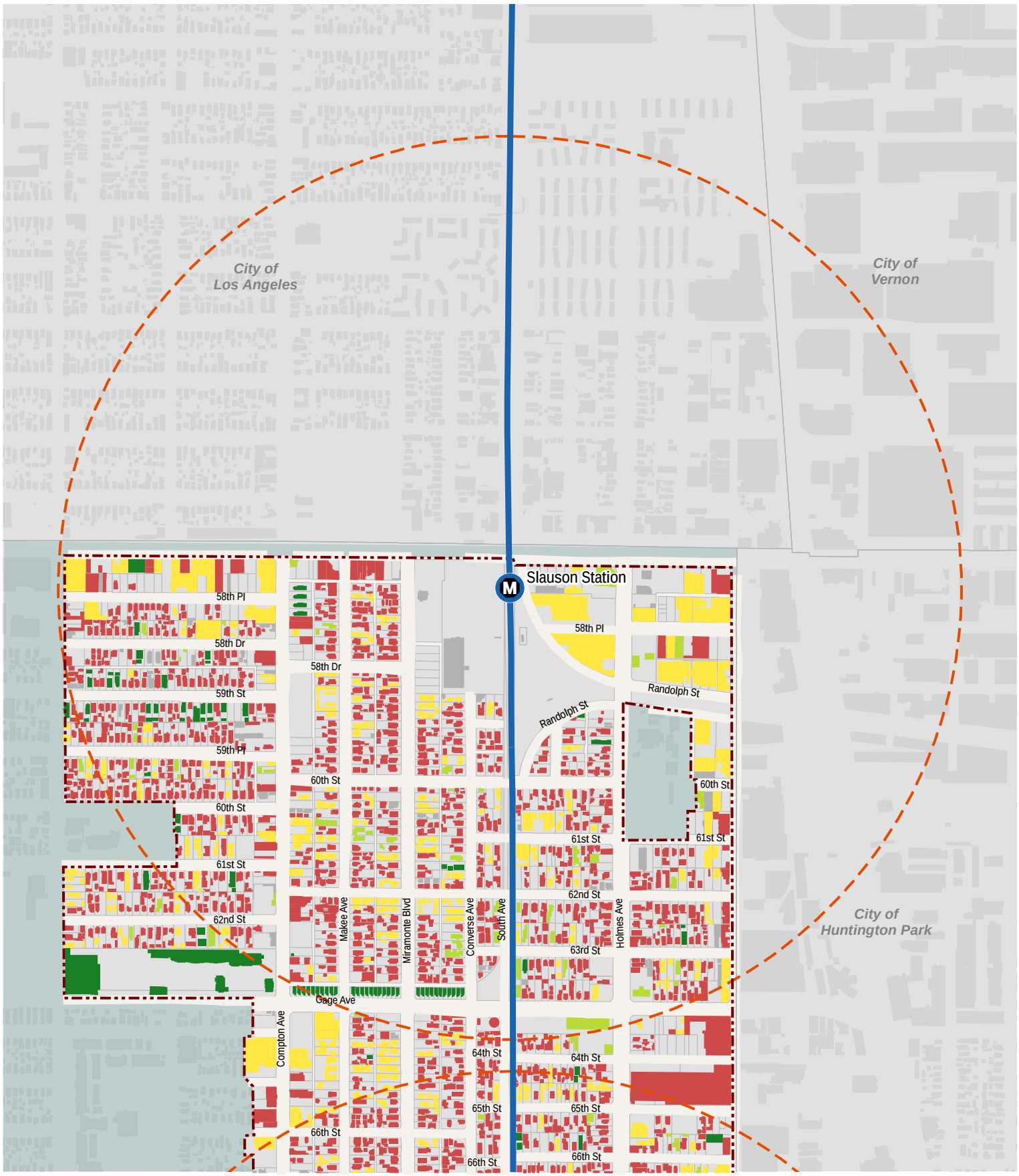
Findings

- The majority of buildings within the Study Area were built prior to 1941 followed by between 1942 and 1969.
- Building types vary throughout the Study Area, ranging from single-story industrial buildings with blank frontages, to two-story commercial buildings within a walkable corridor environment, to two-story newly constructed townhomes.

Recommendations

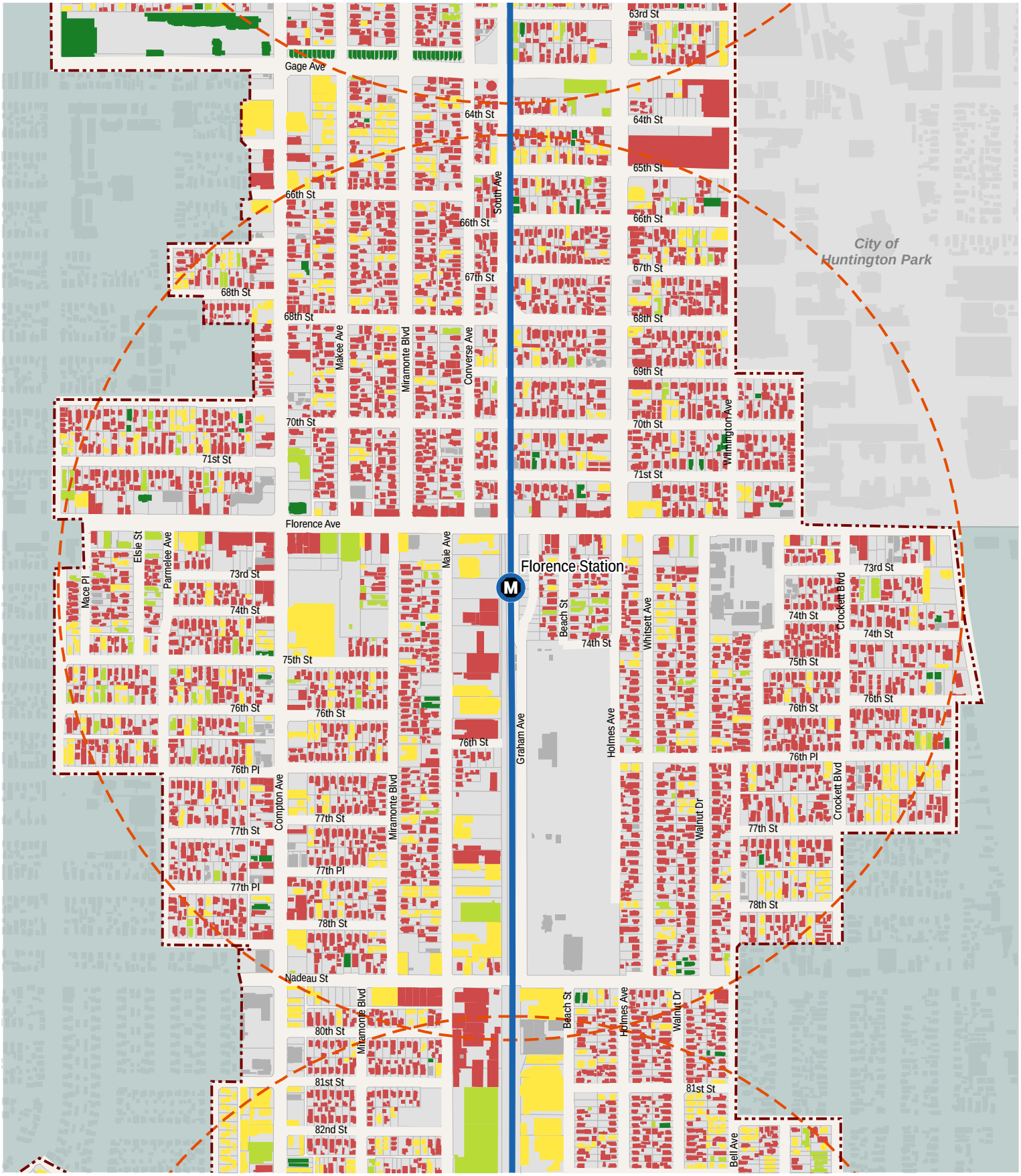
- Predominately older buildings in the Study Area signify both opportunities for redevelopment of older underutilized buildings or protection through historic designation, which is the focus of Section 3.2.2 Historic Resources.
- Explore opportunities to develop specific programs or strategies to help property owners retrofit and/or redevelop older properties within the Study Area.

Figure 44: Building Age – Slauson Metro A Line (Blue) Station



Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 45: Building Age – Florence Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel

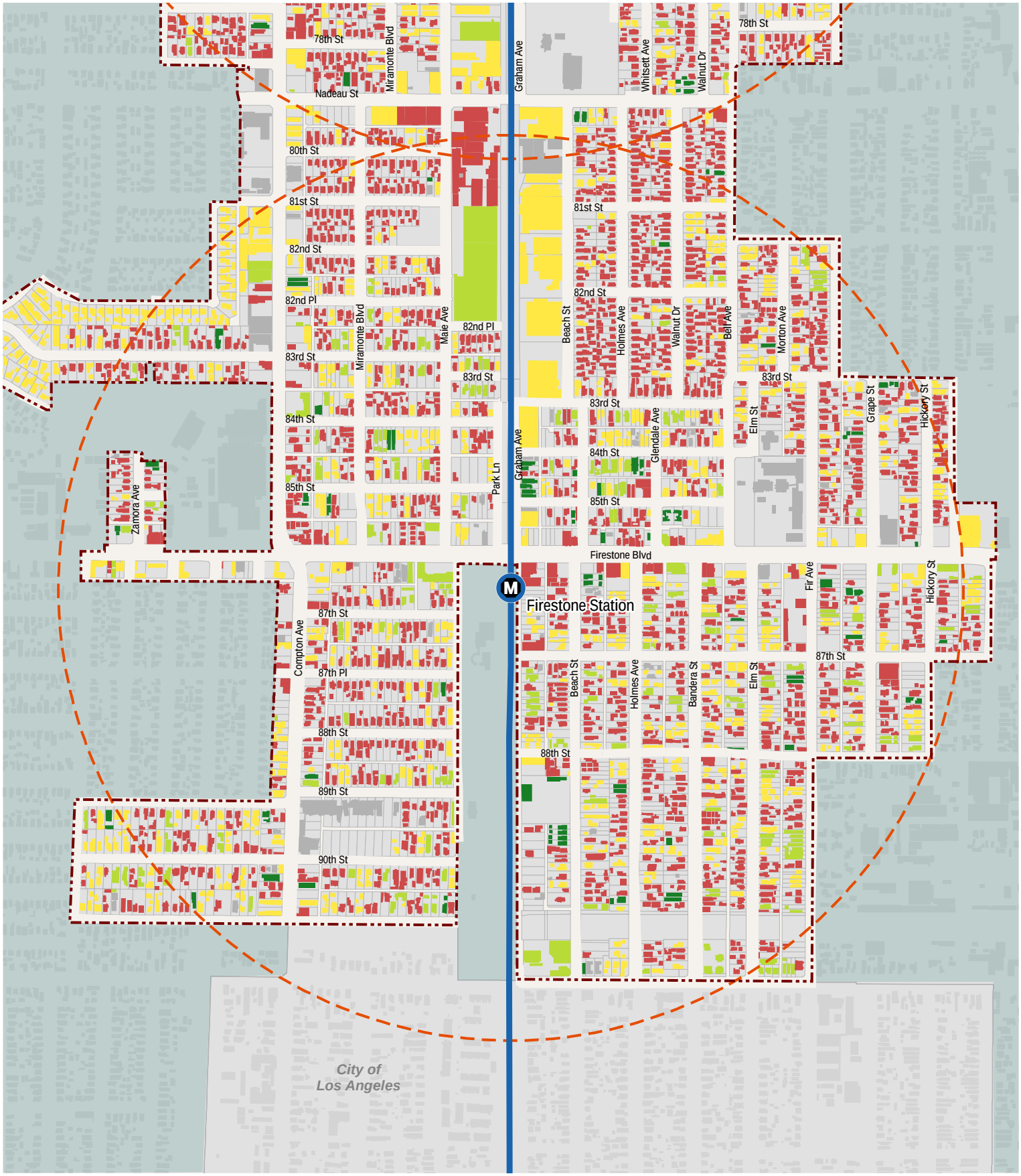
Year Built

No Data
Prior to 1941
1942 - 1969
1970 - 2000
2001 - Present

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 46: Building Age – Firestone Metro A Line (Blue) Station



Study Area

Florence-Firestone

1/2 mile TOD Radius

Metro Station

Metro A Line (Blue)

Assessor Parcel

Year Built

No Data

Prior to 1941

1942 - 1969

1970 - 2000

2001 - Present

Feet

0 375 750

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 47: Building Context: Building Types and Character

One Story Industrial

One Story Strip Mall

Florence Avenue Walkable Commercial Corridor

Florence Avenue walkable commercial corridor

1503 E. Gage Avenue, cluster of two story townhomes with indivdual patios and entrances via Gage Avenue at Compton Avenue, as well as landscaped setbacks, built between 2001 and present | Source: Realtor.com

3.2 Civic Arts

This section provides an overview of civic and cultural resources in the Study Area, focusing on places and objects of civic, cultural, and potentially historical significance to be further discussed and explored with the Florence-Firestone community. A virtual survey of historic resources is included in this section to identify potential buildings and districts with historic significance; the extent of this study will be expanded to include all residential properties within the Study Area. Together, civic, cultural, and historical resources help form community identity and a sense of place, which is included in the FFCP as a policy directive for further development.

3.2.1 Civic and Cultural Resources

Civic and cultural resources are located throughout the Study Area, constituting community-based facilities, public parks, community public art, and civic art. The Former Sheriff's Building, now the Youth Activities League, is specifically mentioned in the FFCP as an important civic and cultural resource and is therefore shown as a community-identified resource in **Figure 48** through **Figure 50**, along with a variety of other elements. These foundational maps are intended to be reviewed by the Florence-Firestone community and expanded upon in consultation with the outreach program to ensure resources of value to community members are identified. As mentioned in the FFCP, the Gabrielino-Tongva Tribe is part of Florence-Firestone early history and considered an additional important cultural resource.

Parks and Green Space

Green spaces and parks are limited in the Study Area. Roosevelt Park along Graham Avenue, between Holmes Avenue and Nadeau Street, is the only large-scale community park space. While Roosevelt Park is a large 24.35-acre regional park with a variety of amenities, the Study Area lacks more frequent, local spaces, such as pocket parks, for community enjoyment and recreation. As previously mentioned in Section 3.1.1 Block Patterns and Alleys, the Study Area is identified as a "very high" park need community by the Los Angeles County Park Needs Assessment.

The Park Needs Assessment identifies vacant sites, public lands, and alleys as part of a new type of solution to provide parks in high need areas. An example of a transformational park in the Florence-Firestone community is the grant awarded 92nd Street Linear Park Development project, which will be a 5.5-acre park in the Study Area within a site that is a portion of the underdeveloped corridor owned by the LADWP.[7] While vacant sites are not common within the Study Area, there are a large number of alleys that could provide a creative solution to address multiple issues in the Florence-Firestone community. However, as mentioned in Section 3.1.1, some alleys in the Study Area, according to the FFCP, cause public safety concern because of illegal dumping, graffiti, and crime. Therefore, strategic locations for alley conversion to "green alleys" for additional green space and locations for community gathering and recreation should be identified where opportunity exists to connect to/from the Metro stations as well as locations where there is a clustering of residents to encourage utilization. Safety enhancements, such as pedestrian lighting through new development adjacent to existing alleys, can help to increase pedestrian comfort and safety.

[7] Los Angeles County Department of Parks and Recreation, Press Release: 21 Million in Grants Awarded for New Parks in Communities with High Park Need. Accessed from: https://parks.lacounty.gov/newsrelease-prop68grants2019/

FINDINGS + RECOMMENDATIONS

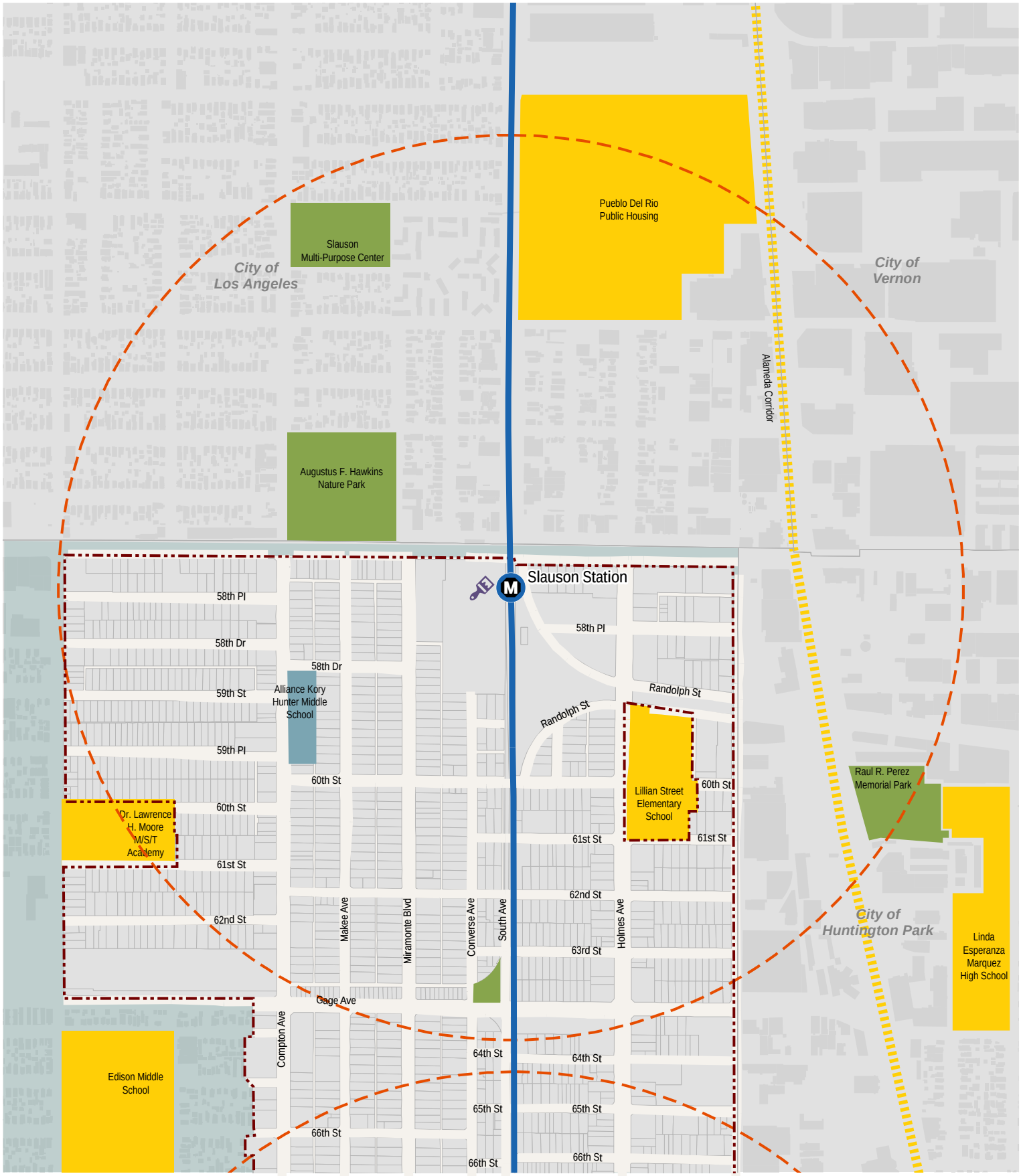
Findings

- Green spaces and parks are primarily located just outside of the Study Area, except for Roosevelt Park.
- The community has been identified by the Parks Needs Assessment as requiring more parks and green space; the standards of the CSD for the community emphasize incorporation of more parks and green spaces.
- An example of a transformational park project in the Study Area is the grant awarded 92nd Street Linear Park Development project, a 5.5-acre park in the Study Area within a site that is a portion of the underdeveloped corridor owned by LADWP.

Recommendations

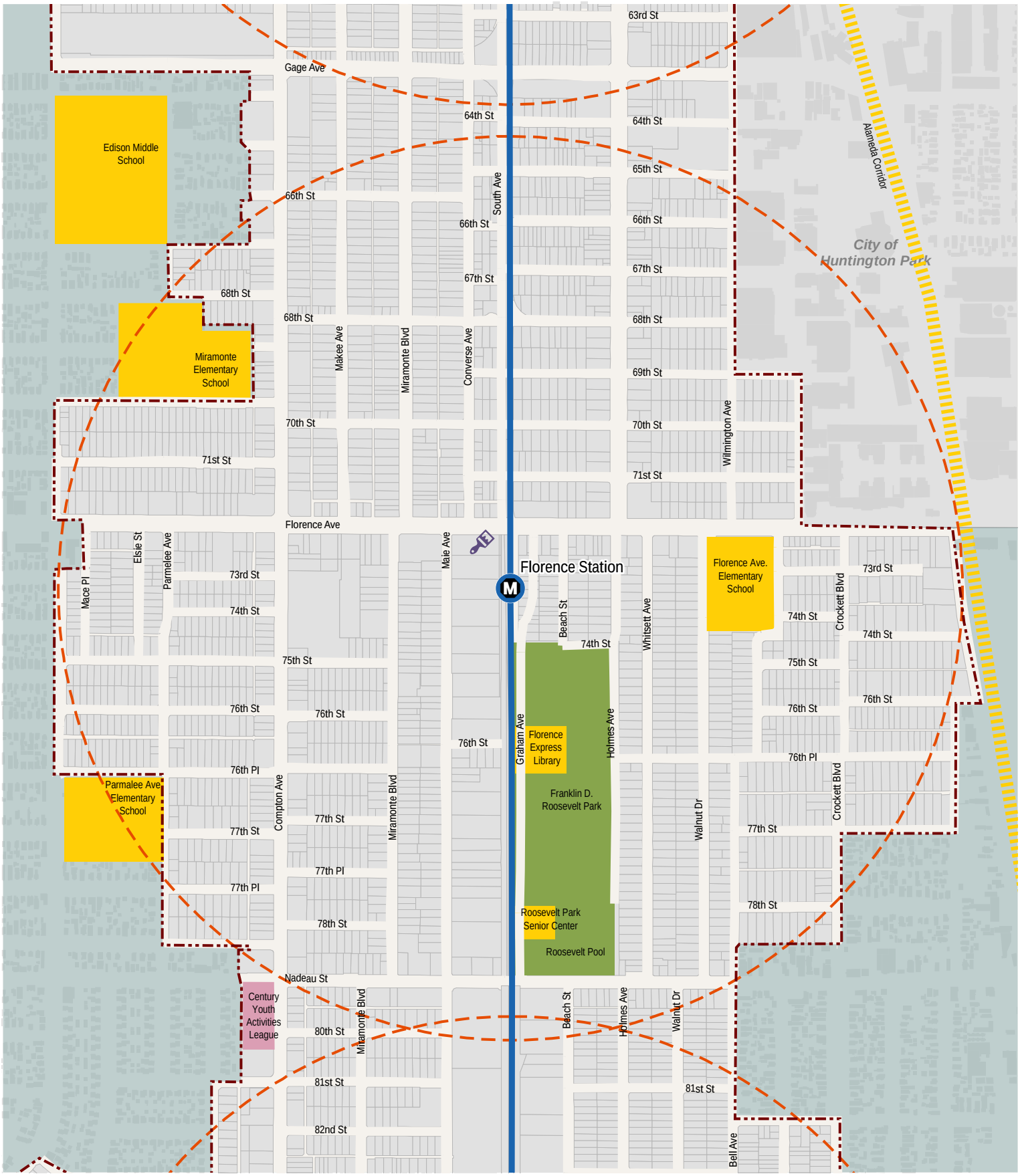
- Provide opportunities for community members' input to shape the conclusions of this section to voice feedback on what is of value to the Florence-Firestone community.
- Identify opportunities for a civic art program to promote an overall sense of place and community identity.
- Explore creation and incentivization of "Green Alleys" and other supplemental green space options for incorporation in new development.
- Identify opportunities for conversion of select existing alleys to green spaces or multi-use path networks for walking and biking given the large presence of alleys and the "very high" park need identified in this community. Candidate alley conversions can be identified where opportunity exists to connect to/from the Metro stations as well as locations where there is a clustering of residents to encourage utilization.
- To help increase alley safety, investigate opportunities for increasing pedestrian lighting through new development adjacent to existing alleys.

Figure 48: Civic and Cultural Resources – Slauson Metro A Line (Blue) Station



Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 49: Civic and Cultural Resources – Florence Metro A Line (Blue) Station

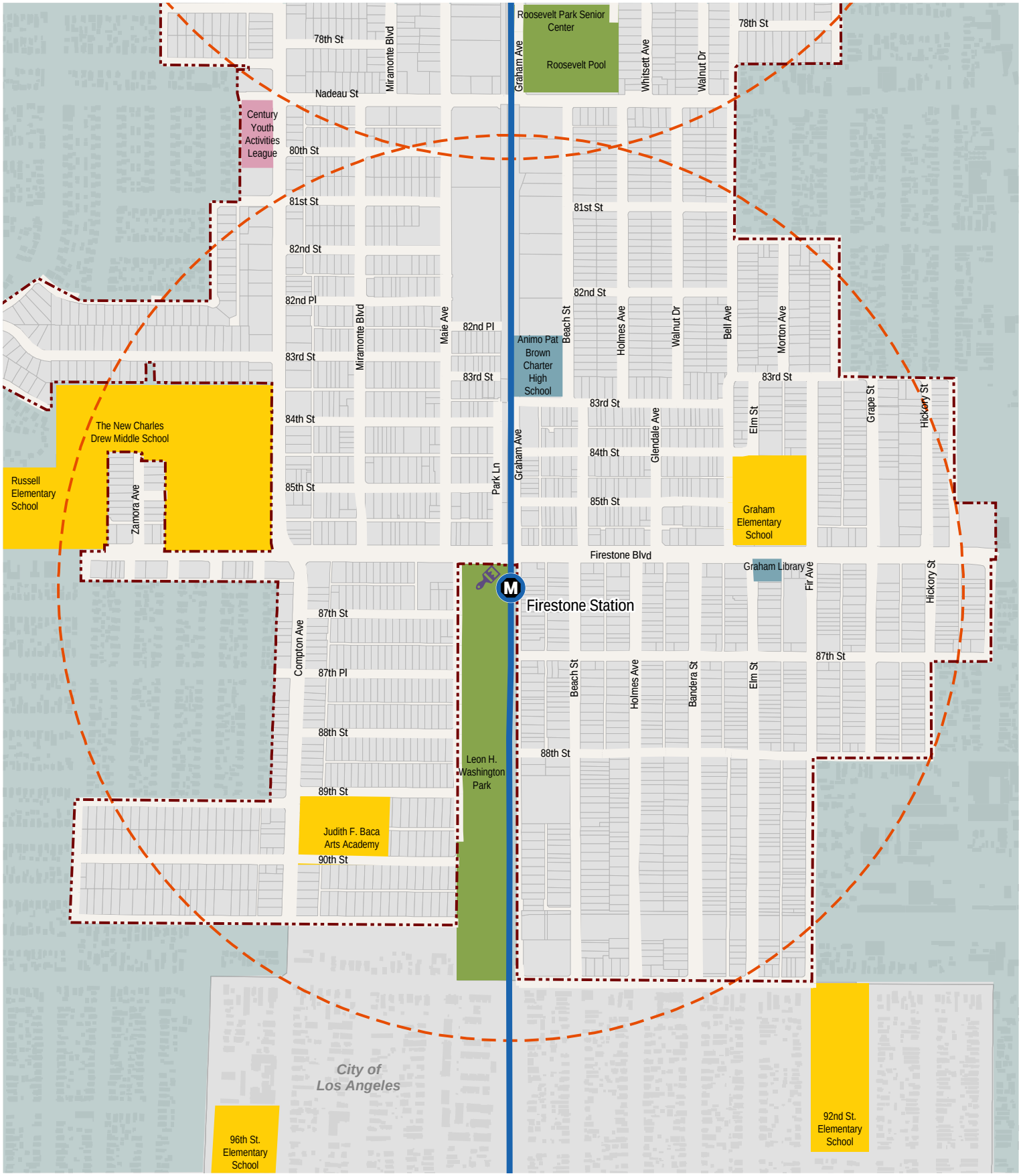


Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel
Cultural or Civic Resource
Park or Recreation Space
Community-Identified Resource
Existing Civic Art

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 50: Civic and Cultural Resources – Firestone Metro A Line (Blue) Station



Study Area
Florence-Firestone
1/2 mile TOD Radius
Metro Station
Metro A Line (Blue)
Assessor Parcel
Cultural or Civic Resource
Park or Recreation Space
Community-Identified Resource
Existing Civic Art

0 375 750 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 48: Civic and Cultural Resources Context: Community Facilities

Youth Activities League (Former Sherrif's Department) | | Source: A Paseo Through Time in Florence-Firestone

Tessie Cleveland Community Services Corporation

Los Angeles County Florence-Firestone Community Service Center, 2nd Supervisorial District

County of Los Angeles Roosevelt Park

Roosevelt Park Senior Center

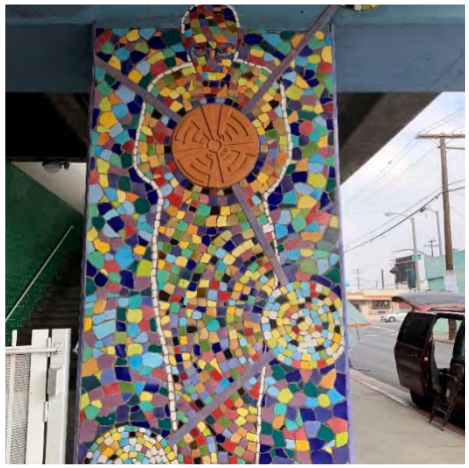
Figure 49: Civic and Cultural Resources Context: Public Community and Civic Art

Florence-Firstone Community Identity Marker along Florence Avenue

Public art at the Firestone Metro A (Blue) Line Station, pilars welcome riders

Decorative signae at the Florence Metro A (Blue) Line Station

Mural pilars at Firestone Metro A (Blue) Line Station



Community mural | Source: A Paseo Through Time in Florence-Firestone

Figure 49: Civic and Cultural Resources Context: Public Community and Civic Art , Continued

Community Mural "Short Stories" at Florence-Firestone Service Center

Community Mural "El Movimiento (The Movement)" by Oscar Magallanes at 1610 Florence Avenue | Source: Mural Conservancy of Los Angeles

Historic Sign at Car Wash at 1653 Florence Avenue | Source: Jonathan Pacheco-Bell

Florence Library community mural | Source: A Paseo Through Time in Florence-Firestone

Figure 49: Civic and Cultural Resources Context: Public Community and Civic Art , Continued

Community mural | Source: A Paseo Through Time in Florence-Firestone

Community mural | Source: A Paseo Through Time in Florence-Firestone

Community art at the Slauson Metro A (Blue) Line Station

Community Mural at Super Minimart 1557 Florence Avenue

Community Mural

3.2.2 Historic Resources

Consistent with the FFCP Chapter 2 Community History, historic resources in the community have not been identified. The County of Los Angeles GIS database has identified many historic resources in the County, none of which are located in the Florence-Firestone community.

To understand potential opportunities for historic resources in the Study Area, a desktop reconnaissance of the Study Area was undertaken via Google Earth in addition to historic properties research within the Study Area. The following includes a discussion of previously recorded built environment resources within the Study Area, desktop survey results, and property types.

3.2.2.1 Previously Recorded Cultural Resources within Study Area

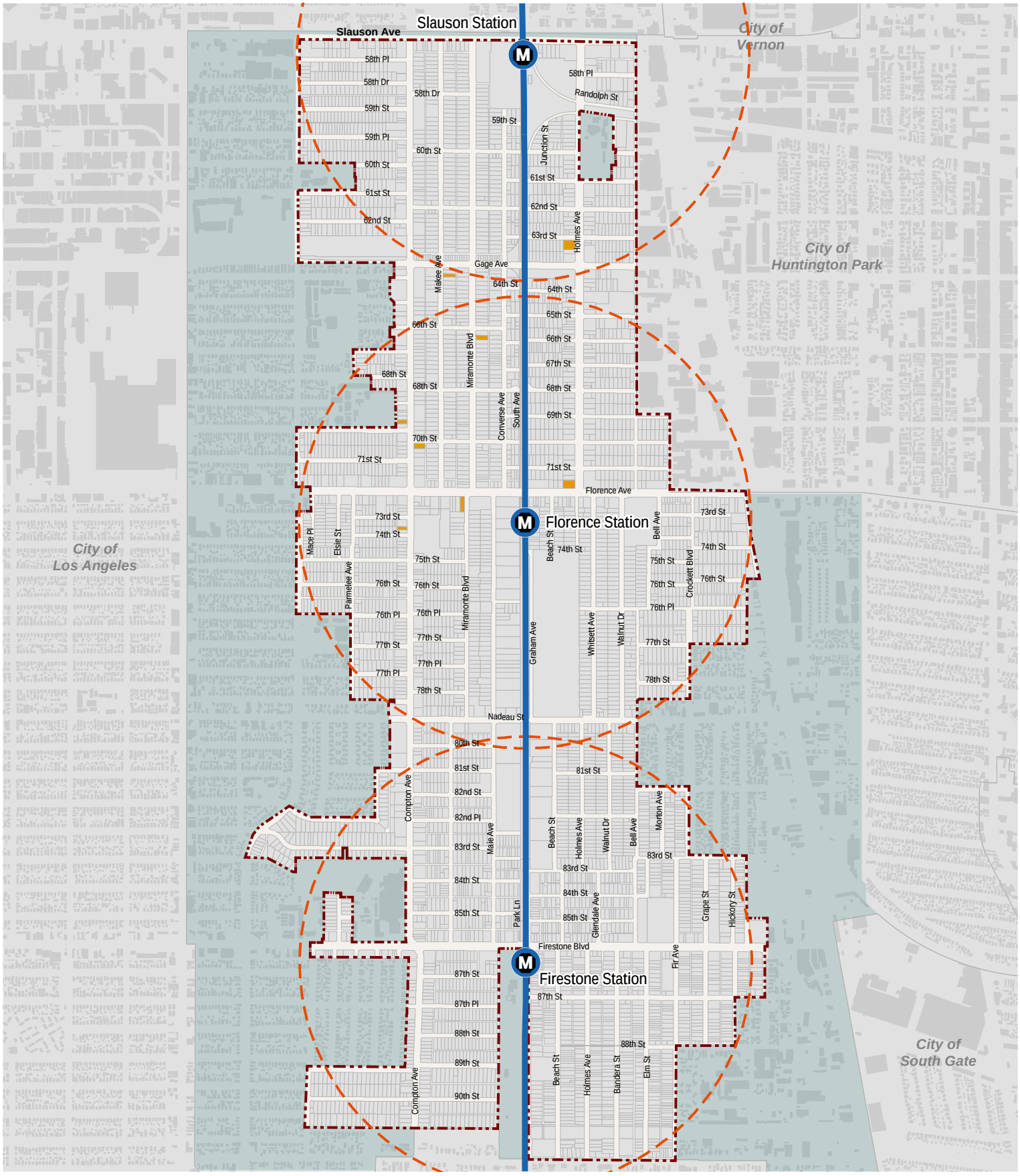
The California Office of Historic Preservation (OHP) inventory, the Built Environment Resources Directory (BERD) provides information regarding non-archaeological resources. This inventory is organized by street, and a total of 27 previously recorded built environment resources were identified within the Study Area. These resources were assigned status codes 6U, 6Y, and 7R (6U=Determined ineligible for the National Register of Historic Places pursuant to Section 106 without review by OHP) (6Y= Determined ineligible for the National Register by consensus through Section 106 process – Not evaluated for the California Register of Historical Resources or local listing) (7R= Identified in Reconnaissance Level Survey or in an Area of Potential Effects: Not evaluated).

3.2.2.2 Survey Results

The desktop survey of the Study Area identified 98 *individual* properties of interest. These properties are over 45 years old; exhibit a moderate to high degree of historic integrity of design, materials, and workmanship; and/or possess historic significance related to the development of the community. Of these 98 properties, nine are identified in Jeannene Przyblyski's book *A Paseo Through Time in Florence-Firestone.* The other properties identified within *A Paseo Through Time in Florence-Firestone* are either outside of the Study Area or are no longer extant. **Table 7** lists the identified properties.

In addition, the residential properties along Miramonte Boulevard from Gage Avenue to Florence Avenue represent a potential historic district with 92 historic-age properties. This corridor possesses single-family and multiple-family residential properties, largely constructed between 1900 and 1930 (with very little modern infill development) and defined by mature palm trees lining either side of the street. Many of these properties would not be eligible individually; however, as a unit they appear to be the most intact representation of Folk Victorian, Craftsman, and Minimal-Traditional-style residences in the study area. The Miramonte Boulevard concentration of residential properties appears eligible for historic district designation as an example of a streetcar suburb retaining its character-defining features such as consistent setbacks, narrow lots, street landscaping, and streets laid out on a grid.

Figure 53: Built Environment Resources Directory (BERD) Results in Study Area



Study Area

Florence-Firestone

1/2 mile TOD Radius

Assessor Parcel

Metro Station

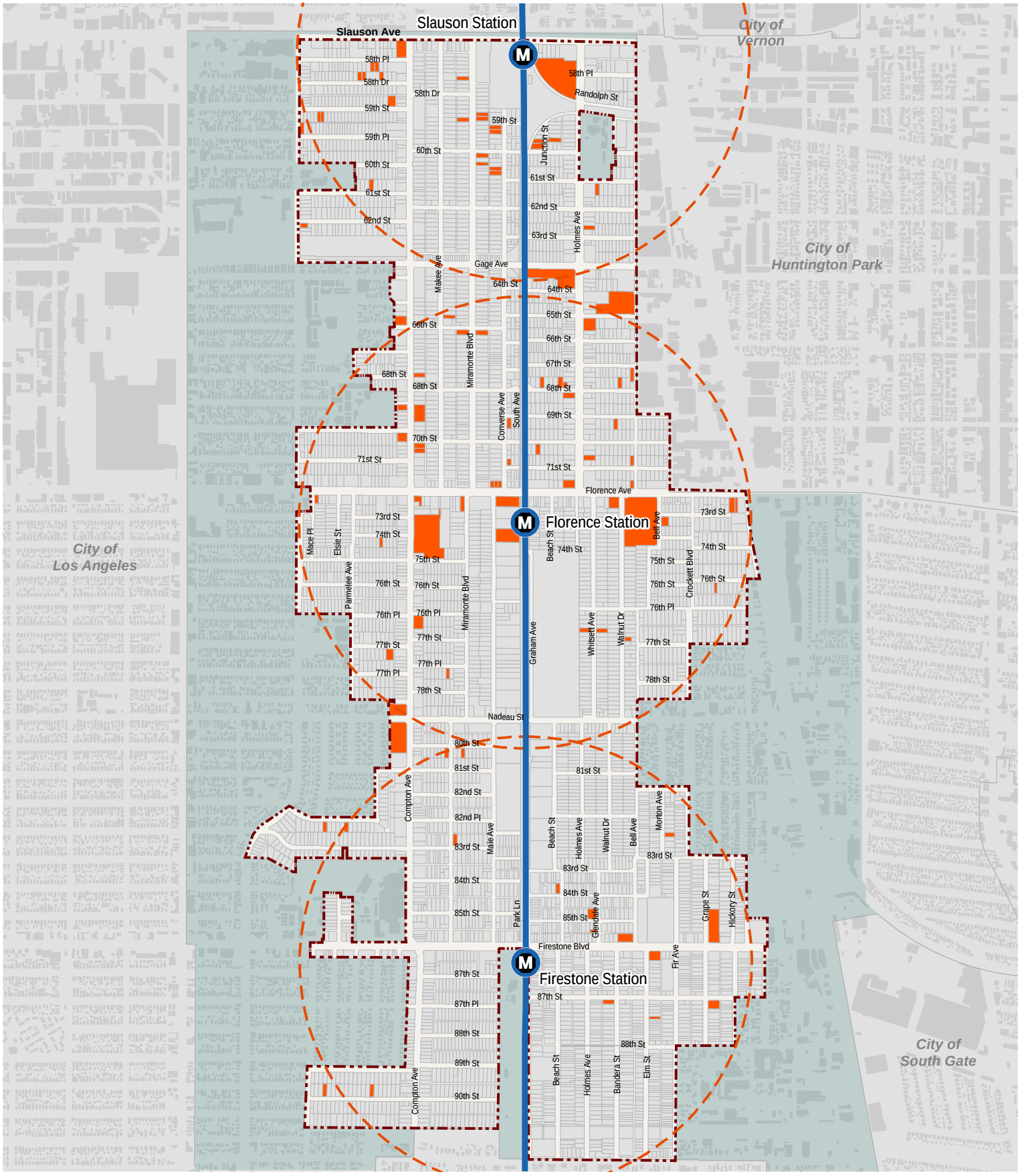
Metro A Line (Blue)

Built Environment Resources Directory

0 750 1,500 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 54: Individual Properties of Interest in Study Area



Study Area

Florence-Firestone

1/2 mile TOD Radius

Assessor Parcel

Metro Station

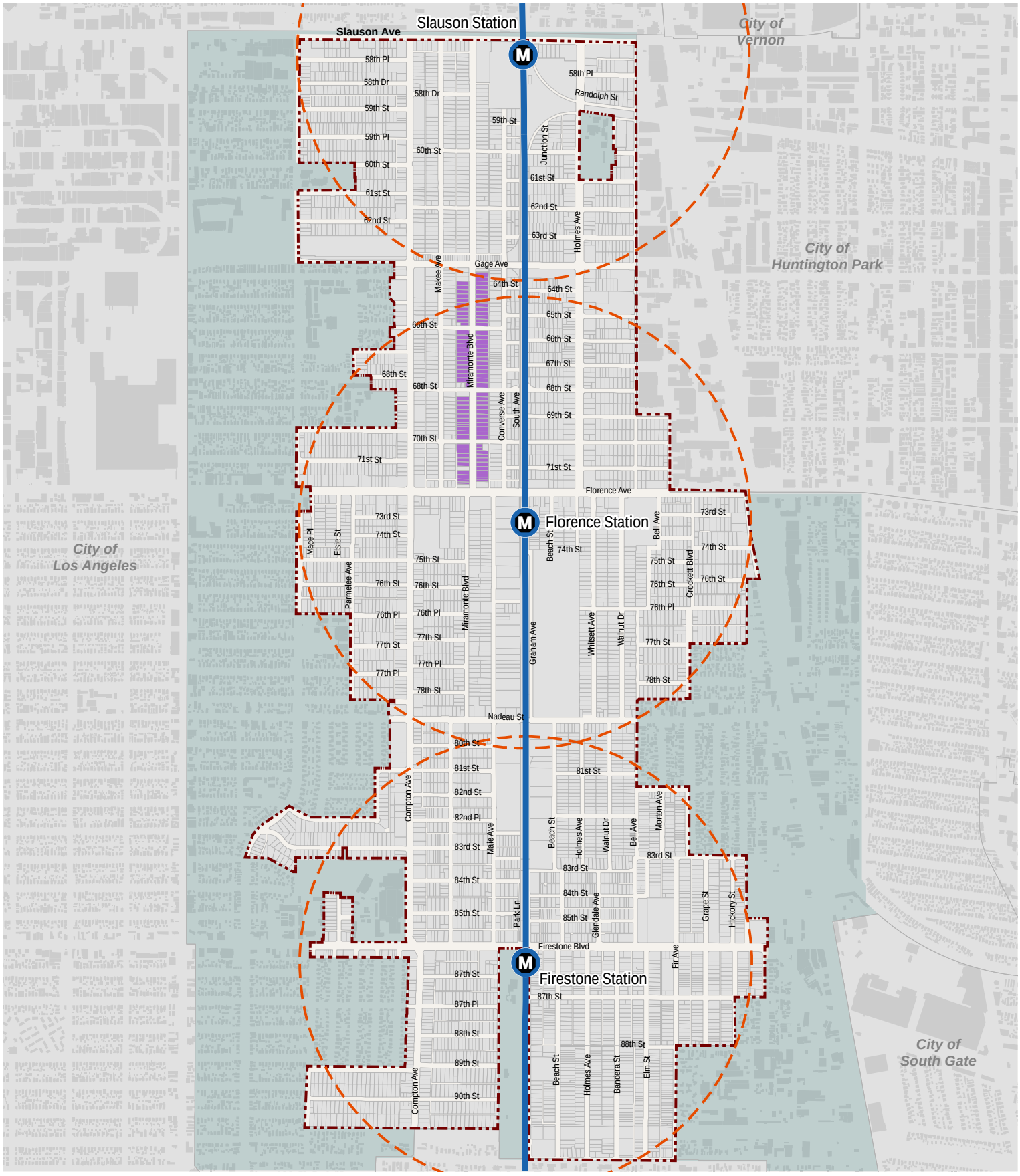
Metro A Line (Blue)

Potential Historic Resources

0 750 1,500 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

Figure 55: Potential Historic District along Miramonte Boulevard



Study Area

Florence-Firestone

1/2 mile TOD Radius

Assessor Parcel

Metro Station

Metro A Line (Blue)

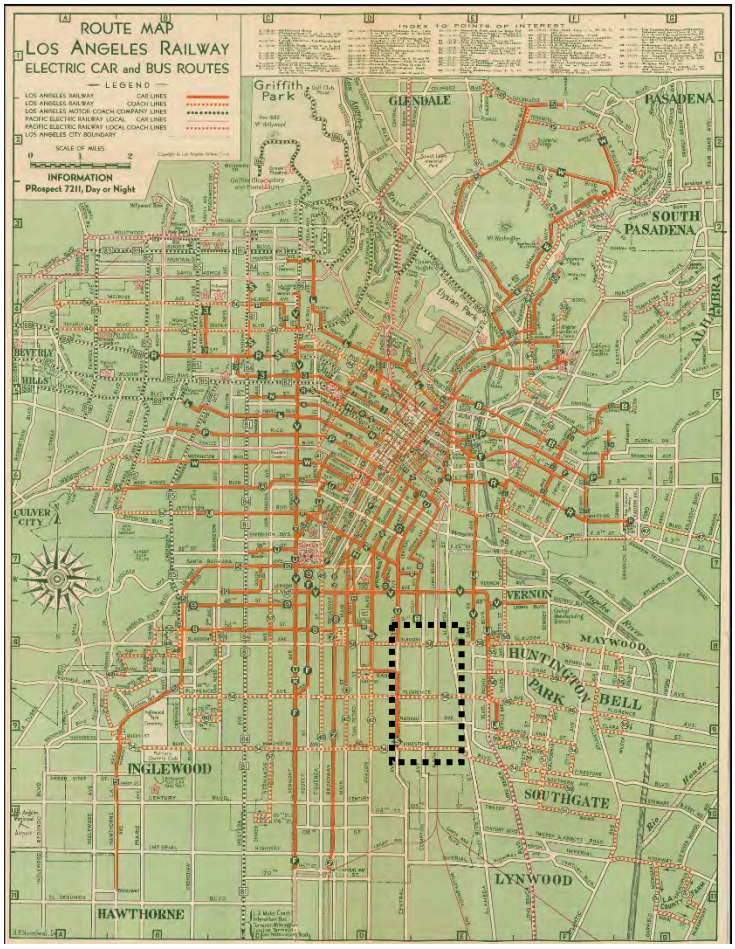
Miramonte Blvd Historic District Properties

0 750 1,500 Feet

Sources: County of Los Angeles; Esri; AECOM; Vivid 2018; LARIAC

3.2.2.3 Summary of Property Types within the Study Area

The Study Area largely comprises single-family residential neighborhoods. The neighborhoods in Florence and Graham/ Firestone Park feature concentrations of early 20th century single-family residences interspersed with commercial and industrial corridors. These neighborhoods developed primarily due to their proximity to historic streetcar routes (see image at right with Study Area boundary approximation for reference). Though located near streetcar lines, these neighborhoods often feature accommodation for automobiles, such as detached garages and paved driveways.



Los Angeles Railway Map, 1938 *Source: Raremaps.com*

Many of the residential buildings in the study area have been altered over time, such as replacement windows and doors, stucco finish over original wall cladding materials, and the removal of features such as window surrounds and trim.

Multi-family residences in the survey area are intermittently located in predominantly single-family residential neighborhoods. Multi-family development in the study area typically consists of duplexes, fourplexes, and small apartment buildings. Scattered throughout the study area are bungalow courts from the early 20th century, designed in a variety of popular architectural styles including Craftsman and Mission Revival.

Commercial property types are found on the major thoroughfares running north-south along Compton Avenue and east-west along Slauson Avenue, Florence Avenue, Nadeau Street, and Firestone Boulevard. The commercial buildings included one- and two-story Commercial Block buildings and Mid-20th Century Storefronts. The historic-period industrial development in the study area is largely concentrated along Maie Avenue and Wilmington Avenue and includes factories, warehouses, and storage sites. Longstanding industrial sites can be seen in historic imagery from the Los Angeles County Public Library and are included for historic context of the Study Area.

Alameda Street, Gage Avenue, and Compton Avenue, looking northwest, 1955

Aerial view of Emsco Manufacturing Co., located at 6811 S. Alameda Street, just north of Florence Avenue. View is looking northwest; Alameda Street runs along right corner, Florence Avenue is on extreme left corner, Gage Avenue runs diagonally through middle (upper left to lower right), and Compton Avenue diagonally from middle left to upper right. Photograph dated November 22, 1955.
Source: https://tessa.lapl.org/cdm/singleitem/collection/photos/id/4540/rec/17

Alameda Street and Florence Avenue, looking west, 1955

Aerial view of Emsco Manufacturing Co., located at 6811 S. Alameda Street, just north of Florence Avenue. View is looking west; Alameda Street runs along bottom of image, Florence Avenue is visible across upper left corner, and Gage Avenue is on the right. Photograph dated November 22, 1955.
Source: https://tessa.lapl.org/cdm/singleitem/collection/photos/id/4533/rec/38

Soule Steel Co., Los Angeles, looking west, 1958
Aerial view of Soule Steel Co. (large, white multi-roof), located at 6200 Wilmington Avenue; view is looking west. Gage Avenue, 63rd St., 62 St., and 61st St. are vertically from left to right; Alameda St. paralleled by the SPT CO RR are at bottom; Wilmington Ave. is horizontally at middle (behind the building); Holmes Ave. and South Ave. are horizontally farther up. Photograph dated January 2, 1958.
Source: https://tessa.lapl.org/cdm/singleitem/collection/photos/id/6256/rec/7

The Study Area also has a number of institutional property types. These properties include churches, schools, and government buildings such as the Century Sheriff's Youth Activity League, the Los Angeles County Probation Building, and the Los Angeles County Department of Public Social Services.

FINDINGS + RECOMMENDATIONS

Findings

- There are 98 individual properties of interest identified in the Study Area that are over 45 years old, exhibit a moderate to high degree of historic integrity of design, materials, and workmanship; and/or possess historic significance related to the development of the community.
- Building types vary throughout the Study Area, ranging from single-story industrial buildings with blank frontages, to two-story commercial buildings within a walkable corridor environment, to two-story newly constructed townhomes.

Recommendations

- Further explore historic designation of identified properties of interest and a district along Miramonte Boulevard from Gage Avenue to Florence Avenue with 92 historic-age properties.
- Consider an educational component of community outreach that includes information regarding Los Angeles County's Historic Preservation Program and its procedures on how to nominate a property for historic designation, and preserve and maintain landmarks and historic districts.
- Collaborate with the County of Los Angeles Historic Preservation Program office to designate landmarks in the Study Area.

Table 7: Historic-Period Properties of Potential Interest in the Study Area

Address	Use Type	Year Built
5829 COMPTON AVE	Commercial	1946
1426 E 58TH PL	Residential	1926
1422 E 58TH PL	Residential	1912
1405 E 58TH DR	Residential	1948
1411 E 58TH DR	Residential	1907
1433 E 58TH DR	Residential	1913
1445 E 59TH ST	Residential	1904
1330 E 59TH ST	Residential	1907
1326 E 59TH ST	Residential	1922
1301 E 59TH PL	Residential	1949
1419 E 61ST ST	Residential	1910
6200 HOOPER AVE	Residential	1908
5869 MIRAMONTE BLVD	Residential	1923
5911 MIRAMONTE BLVD	Residential	1920
5908 MIRAMONTE BLVD	Residential	1963
5912 MIRAMONTE BLVD	Residential	1964
5903 CONVERSE AVE	Residential	1923
5907 CONVERSE AVE	Residential	1922
6000 MIRAMONTE BLVD	Residential	1915
6014 MIRAMONTE BLVD	Residential	1910
6019 CONVERSE AVE	Residential	1921
6025 CONVERSE AVE	Residential	1912
1700 E 58TH PL	Industrial	1955
5930 JUNCTION ST	Residential	1921
5933 JUNCTION ST	Residential	1931
5931 JUNCTION ST	Residential	1913
1822 E 61ST ST	Residential	1907
6220 HOLMES AVE	Residential	1912
1740 E GAGE AVE	Commercial	1970
1853 E 65TH ST	Industrial	1932
6500 HOLMES AVE	Institutional	1962
1854 E 67TH ST	Industrial	1936
1863 E FLORENCE AVE	Residential	1921
1747 E FLORENCE AVE	Commercial	1933
6525 COMPTON AVE	Industrial	1938
6901 COMPTON AVE	Residential	1914
6516 MAKEE AVE	Residential	1915
6602 MIRAMONTE BLVD	Residential	1946
6601 MIRAMONTE BLVD	Residential	1940
6726 COMPTON AVE	Residential	1922

6900 COMPTON AVE	Institutional	1951
6904 CONVERSE AVE	Residential	1928
1655 E 71ST ST	Residential	1912
1635 E FLORENCE AVE	Commercial	1912
1633 E FLORENCE AVE	Commercial	1928
1621 E FLORENCE AVE	Commercial	1923
7000 COMPTON AVE	Residential	1913
7008 COMPTON AVE	Commercial	1921
7807 COMPTON AVE	Government	-
7660 COMPTON AVE	Institutional	1950
1500 E FLORENCE AVE	Commercial	1928
1560 E FLORENCE AVE	Commercial	1941
7220 MAIE AVE	Commercial	1964
7322 MAIE AVE	Industrial	1933
1318 E FLORENCE AVE	Commercial	1933
2048 E FLORENCE AVE	Commercial	1932
7201 S ALAMEDA ST	Commercial	1948
8526 GRAPE ST	Government	-
1839 FIRESTONE BLVD	Institutional	1964
1721 E 68TH ST	Residential	1923
1739 E 68TH ST	Residential	1928
1745 E 68TH ST	Residential	1913
6805 HOLMES AVE	Residential	1924
1845 E 68TH ST	Residential	1924
1842 E 69TH ST	Residential	1913
1716 E 70TH ST	Residential	1910
1863 E 71ST ST	Residential	1929
7016 HOLMES AVE	Residential	1922
1432 E 74TH ST	Residential	1952
1442 E 77TH ST	Residential	1896
1542 E 77TH PL	Residential	1925
7675 WHITSETT AVE	Residential	1922
7672 WHITSETT AVE	Residential	1922
7211 BELL AVE	Government	-
7684 WALNUT DR	Residential	1924
1930 E 73RD ST	Residential	0
2026 E 76TH ST	Residential	1910
1540 E 80TH ST	Residential	1960
8272 MIRAMONTE BLVD	Residential	1910
1610 E 80TH ST	Residential	1925
8218 MORTON AVE	Residential	1920
1737 E 84TH ST	Residential	1905
1785 E 85TH ST	Institutional	1933

8511 HOLMES AVE	Institutional	1928
2008 E 87TH ST	Institutional	1929
8701 BANDERA ST	Residential	1910
8716 ELM ST	Residential	1913
1319 E 90TH ST	Residential	1965
1423 E 90TH ST	Residential	1955
8629 BANDERA ST	Residential	1921
1900 FIRESTONE BLVD	Commercial	-
1428 E 82ND ST	Residential	1947
1402 E 82ND ST	Residential	1947
1830 E FLORENCE AVE	Commercial	1981
7807 COMPTON AVE	Government	-
7001 COMPTON AVE	Commercial	1946
7316 COMPTON AVE	Commercial	1961

Figure 56: Historic Context: Property Types

Commercial Context - Florence Avenue

Commercial Context - Florence Avenue

Commercial Context - Florence Avenue

Residential Context

Residential Context

Gentry Theater | Source: A Paseo Through Time in FLorence Firestone

APPENDIX D: PUBLIC OUTREACH

LOS ANGELES CONSERVANCY

523 West Sixth Street, Suite 826
Los Angeles, CA 90014

213 623 2489 OFFICE
213 623 3909 FAX
laconservancy.org

April 14, 2021

Sent Electronically

Mr. Norman Ornelas, Jr.
County of Los Angeles
Department of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012
Email: nornelas@planning.lacounty.gov

RE: Notice of Preparation (NOP) for the Florence-Firestone Transit-Oriented District (TOD) Specific Plan (FFTOD), Project No. PRJ2020-003127 / Case No(s). Specific Plan: RPPL2020009556, Environmental: RPPL2020009523

Dear Mr. Ornelas:

On behalf of the Los Angeles Conservancy, I am writing to comment on the Florence-Firestone Transit-Oriented District (TOD) Specific Plan (FFTOD) Notice of Preparation (NOP). The proposed FFTOD will implement the LA County General Plan 2035 TOD Program and proposes new zoning categories, primarily within the 0.5-mile TOD area of the three Metro A Line stations, that include development standards and design guidelines appropriate for meeting the planned density and intensity established by the General Plan Land Use Designations. The Project will also update zoning categories for sites identified for the Regional Housing Needs Assessment (RHNA) by the Housing Element update (HEU).

In addition, the FFTOD would establish or widen sidewalks at key locations within the 0.5-mile TOD areas (portions of Slauson Avenue, Compton Avenue, Holmes Avenue, Nadeau Street, and Firestone Boulevard) from the current range of 6 feet to 14 feet to the desired 12 feet to 15 feet and parkways with a minimum of 10 feet. This may be accomplished through expanding the right-of-way or through private setback conditions that contribute to the sidewalk width; specific strategies will be identified in the FFTOD. Proposed improvements to sidewalks may adversely impact historic resources.

I. Potential significant and unavoidable impacts to cultural resources

The Conservancy would like to better understand the proposed project as we believe zoning changes may result in direct and/or indirect significant impacts to cultural resources in the project location. According to the

California Office of Historic Preservation's Built Environment Resources Directory, a total of 27 previously recorded built environment resources were identified within the focused change area. Therefore, the Project may result in a substantial adverse change to these identified historic resources. In addition, according to the 2019 Florence-Firestone Community Plan, the majority of structures in Florence-Firestone were built during the 1920s through 1940s and have the potential to be considered historic resources, and may also be subject to significant and unavoidable environmental impacts.

A desktop reconnaissance study conducted by AECOM in September 2020, found 98 "individual properties of interest" which were over 45 years old, exhibit a moderate to high degree of historic integrity of design, materials, and workmanship, and/or possess historic significance related to the development of the community.[1] Additionally, the study found residential properties along Miramonte Boulevard from Gage Avenue to Florence Avenue represent a potential historic district with 92 historic-age properties. While we look forward to reviewing the Cultural Resources Technical Report, which will be prepared for the Project, we strongly encourage the Project Team to additionally conduct a Historic Resources Survey as part of the FFTOD. The Historic Resources Survey should include a community outreach component which will allow community stakeholders opportunities to provide input on local historic and cultural resources.

II. Additional preservation alternatives should be evaluated and considered

A key policy under CEQA is the lead agency's duty to "take all action necessary to provide the people of this state with historic environmental qualities and preserve for future generations examples of major periods of California history."[2] To this end, CEQA "requires public agencies to deny approval of a project with significant adverse effects when feasible alternatives or feasible mitigation measures can substantially lessen such effects."[3] The fact that an environmentally superior alternative may be more costly or fails to meet all project objectives does not necessarily render it infeasible under CEQA.[4] Reasonable alternatives must be considered "even if they substantially impede the project or are more costly."[5] Likewise, findings of alternative feasibility or infeasibility must be supported by substantial evidence.[6]

To ensure fair consideration of environmentally superior alternatives, the County of Los Angeles Department of Regional Planning should also examine the feasibility of adaptive reuse, modifications to zoning/land use, and introduction of incentive mechanisms in conjunction with the goals and objectives for the FFTOD.

The Conservancy strongly urges the County evaluate and consider these alternatives as part of a FFTOD, given CEQA's requirement to fully analyze alternatives and reduce impacts to historic resources where possible. This new information should be provided in the Draft EIR, allowing the public to better understand and comment on the full range of impacts and provide input prior to any issuance of a Final EIR.

In conclusion, the FFTOD is planned for a location with many cultural resources in unincorporated Los Angeles County. We strongly encourage the County of Los Angeles Department of Regional Planning conduct a Historic Resources Survey as part of the FFTOD, and explore historic designation of identified properties of interest and the potential historic

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[1] Florence-Firestone Community Atlas (September 2020), 87.
[2] Public Resource Code, Sec. 21001 (b), (c).
[3] *Sierra Club v. Gilroy City Council* (1990) 222 Cal.App.3d 30, 41; also see Public Resources Code §§ 21002, 21002.1.
[4] Guideline § 15126.6(a).
[5] *San Bernardino Valley Audubon Soc'y v. County of San Bernardino* (1984), 155 Cal.App.3d 738, 750; Guideline § 15126(d)(1).
[6] Public Resources Code § 21081.5.

district along Miramonte Boulevard. Any proposed sidewalk improvements should take care to minimize and avoid impacts to cultural resources and streetscapes. And, feasibility of adaptive reuse, modifications to zoning/land use, and introduction of incentive mechanisms should be evaluated and considered as part of the FFTOD.

Lastly, the Conservancy requests a meeting with both County of Los Angeles Department of Regional Planning and Florence-Firestone advocates. We believe that a meeting with the requested parties will provide an opportunity for the preservation community and County of Los Angeles Department of Regional Planning staff to find strategies to minimize and avoid impacts to historic resources in the FFTOD Project Area.

About the Los Angeles Conservancy:

The Los Angeles Conservancy is the largest local historic preservation organization in the United States, with nearly 5,000 members throughout the Los Angeles area. Established in 1978, the Conservancy works to preserve and revitalize the significant architectural and cultural heritage of Los Angeles County through advocacy and education.

Please do not hesitate to contact me at (213) 430-4203 or afine@laconservancy.org should you have any questions or concerns.

Sincerely,

Adrian Scott Fine
Senior Director of Advocacy

April 19, 2021

COMMUNITIES FOR A BETTER ENVIRONMENT
40 years | established 1978

Norman Ornelas, Jr., Regional Planner
County of Los Angeles
Department of Regional Planning
320 W. Temple Street
Los Angeles, CA 90012
nornelas@planning.lacounty.gov

Re: Comment letter regarding FFTOD potential environmental effects.

Dear Mr. Ornelas:

We at Communities for a Better Environment (CBE) appreciate the ability to submit this comment letter regarding the Florence-Firestone Transit-Oriented District Specific Plan ("FFTODSP"). The continuing COVID-19 pandemic has created many challenges in trying to meaningfully engage in public outreach. Many projects that CBE are presently working on remain greatly impacted by the digital divide and we ask that governmental agencies have patience when working with community-based organizations. While 30 days were given for public comment, we hope that with the future release of the Draft EIR the Department of Regional Planning provides at minimum 60 days for public comment. The proposed project will have many lasting impacts on the community, including CBE's membership in Southeast Los Angeles, and public input will be crucial for the success of this project.

Communities for a Better Environment is a community-based environmental justice organization located in both Southern and Northern California. In Southern California CBE is based out of Huntington Park and Wilmington.

The majority of census tracts in the area impacted by this proposed project scores within the 90th percentile under the California Environmental Screening tool ("CES"). CES is a mapping tool that aggregates data to identify which California communities are most impacted by environmental and socio-demographic burdens. CES uses environmental, health and socioeconomic information to produce scores for every census tract in the state. An area with a high CES score is one that experiences a much higher pollution burden than areas with low scores.

COMMUNITY STABILITY

FFTODSP is proposed in a community that has been historically disinvested in for decades. Projects within this corridor must utilize different anti-displacement strategies to ensure community stability. The map that shows the proposed project when overlayed on a map of the opportunity zones, shows that this area is also in danger of gentrification

impacts due to speculative investment. It is crucial to include robust public participation in furtherance of this project.

The area where the proposed TOD will go also has extremely high rates of rental burden and housing scarcity. It is crucial that upzoning in this area is tied to deeply affordable housing. Affordable housing creation and preservation is integral to community stability. In order to create an adequate Draft EIR we urge DRP to include an analysis of housing displacement and potential impacts on community character. Existing residents should be given priority access to affordable housing in the FFTOD to mitigate negative impacts caused by gentrification, such as loss of affordable housing.

Along with ensuring affordable housing, it is important to create a traffic and parking study in the Draft EIR. Currently, the area faces many parking challenges. While the goal is to ensure that there is a transit corridor that services the community, it is also important to balance equity needs where households require parking and car usage in order to engage in their livelihoods.

In addition, it would be helpful to provide community residents some level of literature review that substantiates the "benefits" and "costs" of this project, specifically outlining proposed demographic impacts and a timeline. Since this is not the first TOD project to be constructed, it would be helpful to review other TOD projects within LA County to assess the actual versus expected changes in: traffic magnitude and duration, vehicle miles traveled (e.g. average vs total), income levels, adjusted average rent rates, ridership, shifts, car density per dwelling unit, and commute times. This type of information would be helpful for community residents to understand the complete impact of this project.

The project should produce a corridor that creates community connectivity and should be intentional in the development of walkway improvements and bike lanes. For this, we suggest working closely with community members in developing programs that they would like to see.

HAZARDOUS WASTE

An assessment of the area shows potential contaminants from hazardous waste on the site, which could lead to harmful impacts on community health if disturbed during the process of project development. A thorough analysis of soil contamination is suggested prior to protect commencement.

The main goals of this project are to:

- Create transit-accessible housing development;
- Increase job-generating uses and economic activity;
- Develop a safe and attractive transportation network;
- Increase walking, bicycling, and transit ridership; and
- Streamline the environmental review process for future development projects in the community.

Streamlining projects in communities that have high rates of toxins in the soil is the soil is concerning given that projects may be approved without a thorough and proper analysis of the environmental impacts. Decades of industrial uses in these communities have resulted in higher pollution burden than the rest of the county. Often many empty lots are left as brownfields and no proper remediation is done. In contemplation of this project, an analysis should be done of the soil and soil vapor. Projects that are streamlined may not analyze these impacts and the rezoning of industrial to different uses will amount to community concerns in the future. In short, the FFTOD must include a hazardous waste clean-up analysis, including updated Cortese List Data Resources.

WATER IMPACTS

Similarly, to hazardous waste, groundwater contamination is a potential concern. The high concentration of industrial uses could have resulted in the improper removal of contaminants, and subsequently potential impacts on the area's water sources. Further development along this corridor may exacerbate negative water-quality impacts on the water table in the area. The DEIR must include an extensive hydrology and water quality analysis .

In addition, CBE would like to see how this project meets quantity and quality compliance standards stipulated in various Regional Water Quality Control Boards; specifically, how will this project meet the water quantity limits for on-site water retention?

PARK EQUITY/GREEN SPACE

Currently the area of the proposed project is considered to be park poor and lacking in public parks and green space. An analysis of park equity should be included in the FFTOD. In addition, any proposed rezoning should include incentives that encourage development of community parkland and green space for active and passive use. Integration of things like an urban tree canopy would be helpful to reduce pollution impacts from the transit corridor.

PRESERVING CULTURAL AND COMMUNITY SPACES

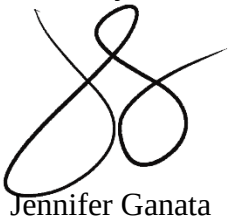
The Florence-Firestone library was mentioned in the Initial Study. Currently the community has had no access to this community resource, and it would be helpful to determine how this project will impact the library. Prior to the closing of the library, community groups and learning enrichment programs used the library to hold events. It is important that the library, which is seen as a vital resource for the community, remains readily accessible.

In the Draft EIR of this project, there is a mention of cultural resources, but it would be helpful to clearly identify those spaces. The community should be able to preserve potentially historic properties and not simply rezone those areas without community approval.

CONCLUSION

It is CBE's hope that the DRP work alongside community to develop this undertaking. This project must be one that helps preserve the rich history and community of Florence-Firestone as well as address many of the consequences of decades old racist practices of redlining. We look forward to working with DRP and hope that these comments may be useful in the creation of the Draft EIR.

Sincerely,



Jennifer Ganata
Senior Staff Attorney
Communities for a Better Environment

From: Ashley Orona <oronash@gmail.com>
Sent: Wednesday, April 14, 2021 5:00 PM
To: DRP FFTOD <FFTOD@planning.lacounty.gov>
Cc: Norman Ornelas <NOrnelas@planning.lacounty.gov>; Patricia Hachiya <phachiya@planning.lacounty.gov>; Gabriela Cid <AGCid@bos.lacounty.gov>; Amy Bodek <ABodek@planning.lacounty.gov>
Subject: Written Comment for FFTOD Specific Plan

Dear whomever it may concern:

This letter is to outline several concerns regarding the Florence-Firestone Transit Oriented Specific Plan and recommendations on items that should be incorporated as part of this project.

Several residents have voiced concerns with limited and competitive parking in the community being amplified by recent and future developments. Since this project will be rezoning to allow for more and bigger development we feel it is reasonable to conduct a

parking study to make sure we are allocating sufficient parking spaces to the current and future residents. I understand that the County wants to move away from residents driving but the reality is that in our community many residents depend on their vehicles as a tool for their jobs, therefore, we need to plan for cars. A parking study can help evaluate solutions.

Another concern many residents have brought up to me while doing outreach for this project is that building height for the mixed used commercial corridors planned should be no more than 3-4 floors. Planning for future development aimed at increasing density by allowing taller buildings isn't sustainable for our urban community. Many residents have already expressed concern with the new development at 1600 E Florence Ave that is five floors, the tallest building in Florence-Firestone currently. They mention that the new building blocks the light from residential units right next door and eliminates any privacy that they have in their yards.

Many community members have also brought up incorporating a permanent independent building to house the Florence Library as part of the plan. There are two abandoned buildings on Florence Avenue that residents suggest: former ACE Hardware Store and Grifols Plasma Center.

I would like to suggest that rezoning in smaller residential streets such as those indicated as pink in the draft concept map be reduced, limited, or not done at all; rezoning should only be done on main streets. Rezoning large parts of the residential streets will be a direct cause of displacement. The reason for that is that many residents in Florence-Firestone are renters so if the property owner/landlord decides to, for example, redevelop an existing single-family home to courtyard homes, then the family living in the existing home can be at risk of displacement. Rezoning might also make it attractive to slumlords to sell their properties to big developers who have the means of building the type of housing that is being planned for. Many mom and pop property/ homeowners may not have the money or resources to redevelop, therefore, oy seems like developers are the big winners here, not the community. It seems like the plan focuses too much on new development instead of fixing a lot of the land that is currently underutilized and fixing a lot of the affordable housing that already exists.

Additionally, it seems like rezoning will put at risk a significant amount of culturally significant buildings in Florence-Firestone, including but not limited to the addresses below. We ask that these and other culturally significant spaces are not rezoned.

- Gentry Theater by architect S. Charles Lee
    - 6525 Compton Ave. Los Angeles, CA 90001
- Storybook house on Firestone Blvd.

    - 2181 Firestone Blvd. Los Angeles, CA 90001
- Graham Library
    - 1900 E. Firestone Blvd. Los Angeles, CA 90001 (current location)
    - 1925 E. 87th St. Los Angeles, CA 90002 (former location)
    - 8511 Holmes Ave. Los Angeles, CA 90001 (former location)
- The Century Youth Activities League (formerly the Firestone Park Sheriff's station) by architect James H. Garrott
    - 7901 Compton Ave. Los Angeles, CA 90001 - current location of Century Youth Activities League
    - 2201 E. Firestone Blvd. Los Angeles, CA 90001 - second location of Firestone Park Sheriff's station
    - 1551-1555-1557 E. Florence Ave. (1st location of Firestone Park station; also former locations of the Florence Library and Florence-Firestone Chamber of Commerce)
- Tessie Cleveland Community Services Corporation by architect James H. Garrott
    - 8019 Compton Ave. Los Angeles, CA 90001
- The Youth Activities League on Makee

    - 7116 S. Makee St. Los Angeles, CA 90001

- The Miramonte Blvd. Palm trees

    - Along Miramonte Blvd. between E. 66th St. (north) and E. Florence Ave. (south)

Please let me know if you have any questions regarding anything mentioned. You can reach me at this email.

Regards,
Ashley Orona

From: Yanel Saenz <yn.saenz@gmail.com>
Sent: Wednesday, April 14, 2021 3:36 PM
To: DRP FFTOD <FFTOD@planning.lacounty.gov>
Cc: Norman Ornelas <NOrnelas@planning.lacounty.gov>; Patricia Hachiya <phachiya@planning.lacounty.gov>; Gabriela Cid <AGCid@bos.lacounty.gov>; Amy Bodek <ABodek@planning.lacounty.gov>
Subject: Written comments for the FFTOD Specific Plan

Hello FFTOD team,

I am submitting my written comments for the FFTOD Specific Plan as part of this comment period for the Initial Study and Notice of Preparation.

Outreach: First and foremost, I want to echo what other fellow residents have voiced in previous FFTOD Plan meetings regarding outreach for this project - this plan is proposing significant zoning changes to our community and many more Florence-Firestone residents should know about it. I urge there be more funding allocated towards outreach to all Florence-Firestone residents. At minimum, two mailers from DRP should be sent out to all residents informing them of the upcoming FFTOD meetings (along with a summary of the plan, the proposed zoning changes, and where to find more information).

Aesthetics question a): This question asks if the FFTOD Plan will have a substantial adverse effect on a scenic vista and is marked as “Less than Significant Impact” and the description states that there are no identified scenic resources within the study area. However, I want to point out that at the Roosevelt Park pedestrian bridge, the Firestone Metro Station, and the Slauson Metro Station, you are able to access scenic views of Downtown Los Angeles and the San Gabriel Mountains. The Roosevelt Park pedestrian bridge, in particular, represents a publicly accessible vantage point (whereas the Metro stations would require fare payment to access the elevated platforms). Many residents go to this vantage point to enjoy the view of Downtown Los Angeles with the mountains in the background and often take photos.

There aren't many locations in Florence-Firestone where you can access these type of views, and so with the rezoning to allow potential construction of high rise apartment complexes along commercial corridors north of Firestone Boulevard and north of Florence Avenue, these views will be obstructed (side note to include in the standards: the heights for future buildings along mixed-use corridors should be no more than 3-4 stories tall) and Florence-Firestone residents will lose access to these scenic views. At the scoping meeting it was mentioned that the scenic vistas being considered for the FFTOD Specific Plan only refer to scenic vistas designated in the General Plan or another planning document. The current FFTOD Specific Plan process seems to me like a great opportunity to be able designate this as a scenic vista and include it in this planning document. Also, I want to point out that the Florence-Firestone Community Plan includes a photo of the view from the Roosevelt Park pedestrian bridge (page 6). Therefore, although this view may not be explicitly mentioned as a scenic vista in planning documents, the scenic view is included there as a photograph and being used to enhance the aesthetics of this planning document, which I would argue means that residents and planning staff involved in the creation of the Florence-Firestone Community Plan agree that it's a great scenic view. I disagree with this question being marked as "Less Than Significant Impact" and this should be studied in the EIR and leveled up to "Potentially Significant Impact."

Cultural/Historic Resources: properties that have buildings with historic potential should not be rezoned so that the community has more time to investigate their historic and/or cultural significance and ask the County to conduct an in-depth historic resources survey (as there has been no historic landmark survey yet done in Los Angeles County and further, in Florence-Firestone). Rezoning may activate these properties for redevelopment and demolition, and we want to preserve as many historic and culturally significant buildings as possible. There were 98 properties identified through the desktop reconnaissance survey in the FFTOD Community Atlas document. Ideally, I would not want any of these 98 to be rezoned. However, below is a list of properties that have cultural and/or historic value that we want to prioritize at the moment (this is a living list and there may be many more that we haven't yet learned more about and may add later). Some of these properties are highlighted in the 2018 book by Jeannene Przyblyski titled *A Paseo Through Time in Florence-Firestone*, the first book to document the history of Florence-Firestone.

a. Gentry Theater by renowned movie theater architect S. Charles Lee

    i. 6525 Compton Ave. Los Angeles, CA 90001

b. Graham Library

i. 1900 E. Firestone Blvd. Los Angeles, CA 90001 (current location)

ii. 1925 E. 87th St. Los Angeles, CA 90002 (former location)

iii. 8511 Holmes Ave. Los Angeles, CA 90001 (former location)

c. The Century Youth Activities League (formerly the Firestone Park Sheriff's station) by architect James H. Garrott

i. 7901 Compton Ave. Los Angeles, CA 90001 - current location of Century Youth Activities League

ii. 2201 E. Firestone Blvd. Los Angeles, CA 90001 - second location of Firestone Park Sheriff's station

iii. 1551-1555-1557 E. Florence Ave. (1st location of Firestone Park station; also former locations of the Florence Library and Florence-Firestone Chamber of Commerce)

d. Tessie Cleveland Community Services Corporation by architect James H. Garrott

i. 8019 Compton Ave. Los Angeles, CA 90001

e. The Youth Activities League on Makee

i. 7116 S. Makee St. Los Angeles, CA 90001

f. Miramonte Blvd. (Palm trees and homes)

i. Along Miramonte Blvd. between E. 66th St. (north) and E. Florence Ave. (south)

Florence Library: The future location of the Florence Library remains a concern for Florence-Firestone residents that I want to highlight in case there are opportunities and strategies through the FFTOD Specific Plan to bring the library back to Florence Avenue. At the moment, the location for the library is set to be on the second floor of the County Constituent Services Center. However, there are two abandoned buildings on Florence Avenue, minutes away from the original location. These two buildings are the ACE Hardware Store (1669 E. Florence Ave. Los Angeles, CA 90001) and the Grifols Plasma Center (1715 E. Florence Ave. Los Angeles, CA 90001) and they fall within the FFTOD study area.

Proposed Zoning Changes: I have some concerns regarding rezoning of residential areas within the TOD study area; so what is proposed is rezoning of residential areas in order to allow increased density and number of dwelling units per property. I am concerned about this because 1) Florence-Firestone is already a dense neighborhood 2) this would exacerbate current parking issues (double parking and lack of parking availability, to add, we need a traffic and parking study) 3) considering that there isn't a current budget for outreach (through mailers) to all residents about these important meetings where these decisions are being made, I am concerned that there won't be a budget for future outreach to all residents with information about zoning changes to their property. Those who will be more aware and knowledgeable of zoning changes in Florence-Firestone will likely be outside developers and property buyers and I fear this will trigger an increased interest in the neighborhood leading to prey on vulnerable residents and their homes. Also, homeowners may not have the resources/money to be able to convert their single-family home into a duplex/triplex/etc. Additionally, renters are at risk of being displaced by landlords seeking to redevelop their properties and attract new renters (who they could charge higher rent to). In the long-term, I fear this may exacerbate the housing crisis and lead to displacement in Florence-Firestone. I understand that the FFTOD Specific Plan is not a development project itself, but the proposed zoning changes will set a domino effect of changes leading to displacement if adequate protections for renters and homeowners are not set in place.

Best regards,
Yanel Saenz

APPENDIX D

ENERGY CALCULATIONS

FFTOD Specific Plan - Energy Calculations

Operational Energy Consumption

Calculations based on the modeling methodology and GHG Emissions. Please refer to the Air Quality and Greenhouse Gas Emissions Appendix for additional details.

Estimated Annual Operational Energy Demand

	Energy Consumption	Unit	Annual Energy Consumption (MMBTU/year)
Residential Infrastructure Operational Demand			
Electrical	46,414,560	kWh/year	158,373
Natural Gas	109,793,129	kBTU/year	109,793
Subtotal			*268,166*
Non-Residential Infrastructure Operational Demand			
Electrical	17,210,379	kWh/year	58,724
Natural Gas	15,664,539	kBTU/year	15,665
Subtotal			*74,389*
		Total	342,555
Transportation Energy Demand			
Gasoline	5,246,771	Gallons/year	655,846
Diesel Fuel	1,247,322	Gallons/year'	172,249
Subtotal			*828,096*
Total			
Notes: kWh = kilowatt-hours; kBtu = thousand British thermal unit			
Source: AECOM 2021			

Conversion Factors

Category	Amount	Units
Electricity (Energy Content)	3412.141633	Btu/Kw
Diesel (heat content)	5.8	MMBtu/barrel
Motor Gasoline	5.25	MMBtu/barrel
Natural Gas	0.1	MMBtu/therm
Gallons per Barrel	42	gallons/barrel

https://www.theclimateregistry.org/wp-content/uploads/2020/04/The-Climate-Registry-2020-Default-Emission-Factor-Document.pdf

Energy Demand by Land Use (CalEEMod output data)

Land Use	Electricity Demand (kWh/year)	Natrual Gas Demand (kBTU/year)
Apartments Low Rise	577711	1.97E+06
Apartments Mid Rise	1.15E+06	1.42E+06
Apartments Mid Rise	2.50E+06	2.71E+06
Apartments Mid Rise	233666	5.88E+06
Apartments Mid Rise	4.13E+07	549659
Apartments Mid Rise	605233	9.73E+07
High Turnover (Sit Down Restaurant)	1.80E+06	3.34E+06
High Turnover (Sit Down Restaurant)	627206	9.60E+06
Office Park	1.29E+06	127591
Office Park	178285	19177
Office Park	26796.3	920084
Strip Mall	1.31E+07	1.63E+06
Strip Mall	189452	23627.1
Total	63,624,939	125,457,668

Transportation Energy Consumption

	Annual VMT	Fuel Consumption (gallons per year)
Total	192,470,815.20	
Gasoline	175,497,626.57	5,246,770.63
Diesel	16,973,188.63	1,247,322.32

Fuel	% VMT by Fuel Type	Average Fuel Consumption per VMT
Gasoline	91%	0.029896533
Diesel	9%	0.073487802

			% Fleet Mix		Weighted Average % VMT	
Land Use	VMT	% VMT	Cars & Light-Duty Trucks (assumed gas)	Other (assumed diesel)	Gasoline	Diesel
All Vehicles (Except Trucks)	176702260.5	0.918073009	99%	1%	91%	1%
Trucks	15768554.72	0.081926991	0%	100%	0%	8%
Total	192470815.2	1			91%	9%

Construction Energy Consumption

Calculations based on the modeling methodology and GHG Emissions. Please refer to the Air Quality and Greenhouse Gas Emissions Appendix for additional details.

Maximum Annual Construction Scenario

Phase	Source	MT CO_2e/yr [a]	Fuel Type	Emission Factor (MT CO_2/gallon) [b]	Gallons/year
Demolition	Offroad Equip	444.98	Diesel	0.01016	43,797
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	17.84	Gas	0.008887	2,008
Site Prep	Offroad Equip	438.23	Diesel	0.01016	43,133
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	21.41	Gas	0.008887	2,409
Grading	Offroad Equip	714.68	Diesel	0.01016	70,343
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	23.79	Gas	0.008887	2,677
Building Construction	Offroad Equip	303.05	Diesel	0.01016	29,827
	Hauling	0.00	Diesel	0.01016	-
	Vendor	963.94	Diesel	0.01016	94,876
	Worker	2707.47	Gas	0.008887	304,655
Paving	Offroad Equip	262.46	Diesel	0.01016	25,833
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	17.84	Gas	0.008887	2,008
Architectural Coating	Offroad Equip	33.25	Diesel	0.01016	3,272
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	541.26	Gas	0.008887	60,904
			Total	Diesel	311,081
				Gasoline	374,662

Construction Buildout Period (years): 15

Factor:	MT/gallon
Diesel	1.02E-02
Gasoline	8.89E-03

Full Build-Out Scenario

Phase	Source	MT CO_2e [a]	Fuel Type	Emission Factor (MT CO_2/gallon) [b]	Gallons
Demolition	Offroad Equip	1779.90	Diesel	0.01016	175,187
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	71.37	Gas	0.008887	8,031
Site Prep	Offroad Equip	1752.91	Diesel	0.01016	172,530
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	85.65	Gas	0.008887	9,638
Grading	Offroad Equip	2858.73	Diesel	0.01016	281,371
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	95.17	Gas	0.008887	10,708
Building Construction	Offroad Equip	1212.19	Diesel	0.01016	119,310
	Hauling	0.00	Diesel	0.01016	-
	Vendor	3855.76	Diesel	0.01016	379,504
	Worker	10829.88	Gas	0.008887	1,218,620
Paving	Offroad Equip	1049.85	Diesel	0.01016	103,332
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	71.37	Gas	0.008887	8,031
Architectural Coating	Offroad Equip	132.99	Diesel	0.01016	13,089
	Hauling	0.00	Diesel	0.01016	-
	Vendor	0.00	Diesel	0.01016	-
	Worker	2165.02	Gas	0.008887	243,617
			Total Demand	Diesel	1,244,323
				Gasoline	1,498,646
			Average Annual Demands (over 13 Year Construction Duration)	Diesel	82,954.88
				Gasoline	99,909.74

Notes:

Total construction demand determined based upon 4 times the maximum annual construction year (assumed to be 25% of total buildout)

Sources:

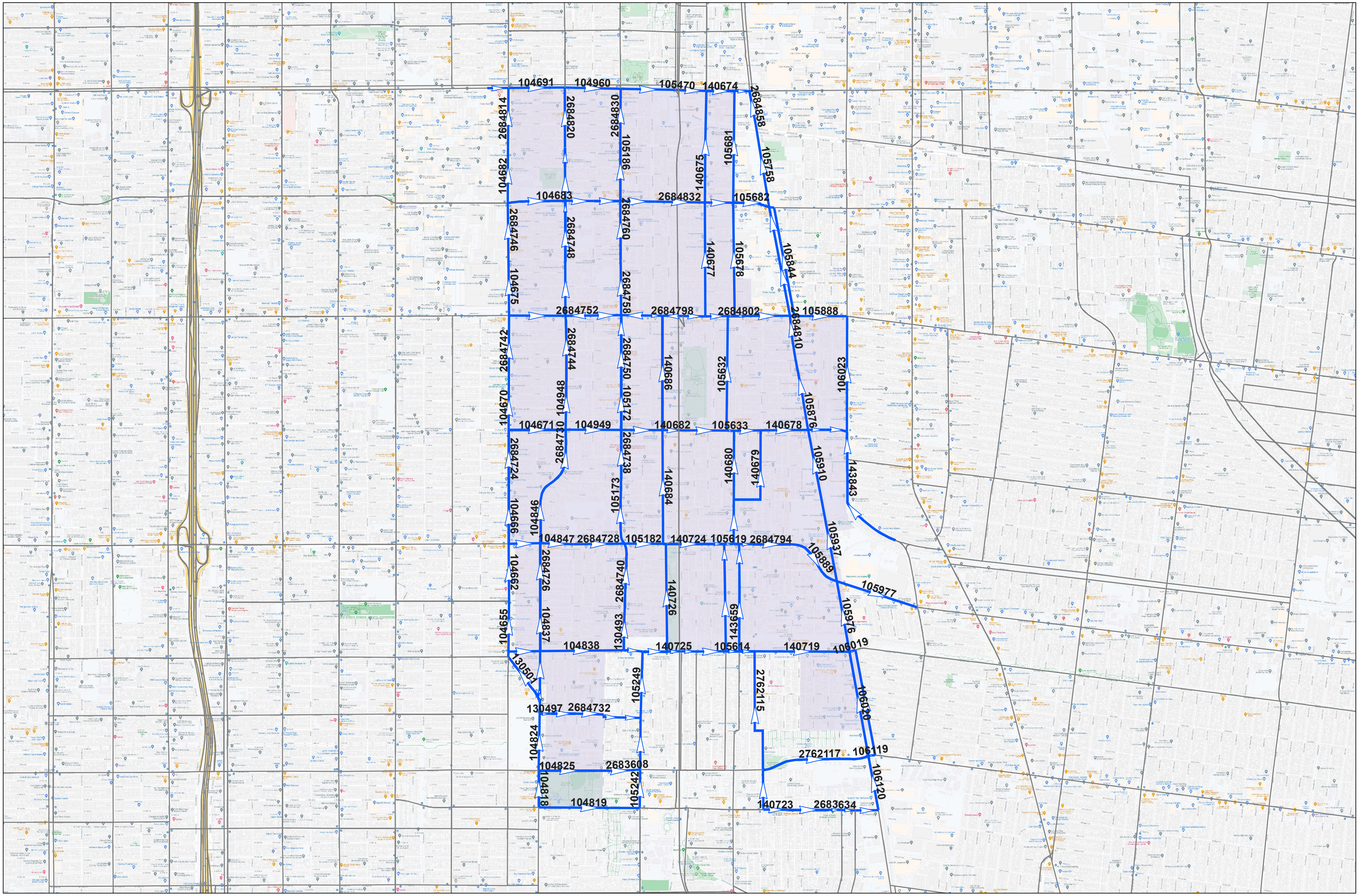
Source: EMFAC2017 (v1.0.3) Emissions Inventory
Region Type: Sub-Area
Region: Los Angeles (SC)
Calendar Year: 2035
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	VMT	Trips	Fuel Consumption
Los Angeles (SC)	2035	HHDT	Aggregate	Aggregate	Gasoline	62.32503727	7810.784516	1246.999346	1.494503654
Los Angeles (SC)	2035	HHDT	Aggregate	Aggregate	Diesel	62664.8294	8342128.247	649825.1014	945.5811541
Los Angeles (SC)	2035	HHDT	Aggregate	Aggregate	Natural Ga	4413.877605	179918.3279	17214.12266	65.8567014
Los Angeles (SC)	2035	LDA	Aggregate	Aggregate	Gasoline	4380098.737	145198346.6	20604105.71	3708.28687
Los Angeles (SC)	2035	LDA	Aggregate	Aggregate	Diesel	51569.47824	1760191.501	245497.4715	29.69644464
Los Angeles (SC)	2035	LDA	Aggregate	Aggregate	Electricity	245891.2596	8863110.902	1187725.565	0
Los Angeles (SC)	2035	LDT1	Aggregate	Aggregate	Gasoline	611267.6579	19615898.31	2825549.556	590.0348453
Los Angeles (SC)	2035	LDT1	Aggregate	Aggregate	Diesel	97.49751019	2950.782015	431.7356541	0.103317692
Los Angeles (SC)	2035	LDT1	Aggregate	Aggregate	Electricity	19062.46851	683909.898	91952.69945	0
Los Angeles (SC)	2035	LDT2	Aggregate	Aggregate	Gasoline	1689041.252	55377471.11	7889482.462	1655.656806
Los Angeles (SC)	2035	LDT2	Aggregate	Aggregate	Diesel	16515.29316	555187.1731	78367.95688	12.57431311
Los Angeles (SC)	2035	LDT2	Aggregate	Aggregate	Electricity	65313.10893	1624534.387	315252.1324	0
Los Angeles (SC)	2035	LHDT1	Aggregate	Aggregate	Gasoline	111104.2747	3694388.358	1655288.147	301.1541718
Los Angeles (SC)	2035	LHDT1	Aggregate	Aggregate	Diesel	116872.8886	3987832.31	1470113.912	156.0510828
Los Angeles (SC)	2035	LHDT2	Aggregate	Aggregate	Gasoline	20007.7898	639711.8381	298086.2564	60.06791512
Los Angeles (SC)	2035	LHDT2	Aggregate	Aggregate	Diesel	47408.74847	1557038.117	596342.4156	67.74004186
Los Angeles (SC)	2035	MCY	Aggregate	Aggregate	Gasoline	249265.9253	1425321.535	498531.8505	40.61636117
Los Angeles (SC)	2035	MDV	Aggregate	Aggregate	Gasoline	1073086.595	33147770.99	4985803.83	1215.887559
Los Angeles (SC)	2035	MDV	Aggregate	Aggregate	Diesel	36227.84892	1150224.061	171538.5048	33.73736907
Los Angeles (SC)	2035	MDV	Aggregate	Aggregate	Electricity	45969.28046	1155872.026	222725.0704	0
Los Angeles (SC)	2035	MH	Aggregate	Aggregate	Gasoline	20828.14385	198353.9991	2083.647511	32.43518762
Los Angeles (SC)	2035	MH	Aggregate	Aggregate	Diesel	9316.060549	82345.22241	931.6060549	6.718644394
Los Angeles (SC)	2035	MHDT	Aggregate	Aggregate	Gasoline	16961.24935	855067.6287	339360.677	141.0588862
Los Angeles (SC)	2035	MHDT	Aggregate	Aggregate	Diesel	89007.40772	5072401.132	912925.3543	390.3831973
Los Angeles (SC)	2035	OBUS	Aggregate	Aggregate	Gasoline	4036.941021	141059.8306	80771.11596	23.50003181
Los Angeles (SC)	2035	OBUS	Aggregate	Aggregate	Diesel	4370.900852	296850.416	42358.05121	29.09600137
Los Angeles (SC)	2035	SBUS	Aggregate	Aggregate	Gasoline	2645.199426	93651.87911	10580.7977	9.054183786
Los Angeles (SC)	2035	SBUS	Aggregate	Aggregate	Diesel	3933.939901	125336.1673	45397.12104	13.57635407
Los Angeles (SC)	2035	UBUS	Aggregate	Aggregate	Gasoline	496.7846365	35519.7125	1987.138546	6.717969468
Los Angeles (SC)	2035	UBUS	Aggregate	Aggregate	Diesel	0	0	0	0
Los Angeles (SC)	2035	UBUS	Aggregate	Aggregate	Natural Ga	4469.917784	473074.0734	17879.67114	120.179153

Fuel Type	VMT By Fuel Type	Fuel Consumption by Fuel Type	Average Fuel Consumption / VMT
Gas	260430372.5	7785.965292	0.029896533
DSL	22932485.13	1685.25792	0.073487802
Elec	12327427.21	0	0
NG	652992.4014	186.0358544	0.284897426
Total	296343277.3	9657.259066	

APPENDIX E

NOISE CALCULATIONS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140674
2684858
2684814
2684820
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105186
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105758
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2684832
105682
2684746
2684748
2684760
140677
105678
105844
104675
2684752
2684758
2684798
2684802
105888
2684810
2684742
2684744
2684750
140686
105632
106023
104948
105172
105876
104670
104671
104949
140682
105633
140678
2684730
2684738
140680
140679
105910
2684724
143843
105173
140684
104666
104846
105937
104847
2684728
105182
140724
105619
2684794
105869
104662
2684726
2684740
140726
105977
143659
104655
104837
130493
105976
104838
140725
105614
140719
106019
130501
105249
2762115
106020
130497
2684732
104824
2762117
106119
104825
2683608
106120
104818
105242
104819
140723
2683634

AECOM

Traffic Volumes per Period and Vehicle Type

		Future No-Project									Future With-Project								
		Daytime			Evening			Nighttime			Daytime			Evening			Nighttime		
Link ID	Road Name	Auto	MT	HT	Auto	MT	HT	Auto	MT	HT	Auto	MT	HT	Auto	MT	HT	Auto	MT	HT
105612	BANDERA ST	889	23	59	0	0	0	0	0	0	944	30	75	0	0	0	0	0	0
2684786	BANDERA ST	889	23	59	0	0	0	0	0	0	944	30	75	0	0	0	0	0	0
140680	BELL AVE	6050	38	74	436	0	2	73	0	0	6237	41	82	452	0	2	91	0	1
105660	BELL AVE	9325	53	104	740	1	3	187	2	2	9492	55	108	760	1	3	202	2	2
2676279	CLOVIS AVE	21088	149	271	1924	4	13	1576	15	43	21517	153	260	1943	4	13	1585	15	42
130493	COMPTON AVE	7674	48	95	413	1	3	296	3	7	8786	60	110	542	1	4	368	4	11
2684740	COMPTON AVE	7674	48	95	413	1	3	296	3	7	8786	60	110	542	1	4	368	4	11
2684760	COMPTON AVE	15062	133	210	647	2	6	656	5	18	15553	130	211	856	2	9	842	7	27
105186	COMPTON AVE	20291	134	219	1334	3	13	1392	12	40	20832	132	215	1721	4	19	1750	17	59
2684758	COMPTON AVE	15062	133	210	647	2	6	656	5	18	15553	130	211	856	2	9	842	7	27
2684756	COMPTON AVE	15565	84	131	671	1	4	560	4	10	17767	84	127	917	2	5	745	5	13
2684830	COMPTON AVE	20291	134	219	1334	3	13	1392	12	40	20832	132	215	1721	4	19	1750	17	59
2684750	COMPTON AVE	15565	84	131	671	1	4	560	4	10	17767	84	127	917	2	5	745	5	13
105172	COMPTON AVE	15565	84	131	671	1	4	560	4	10	17767	84	127	917	2	5	745	5	13
2684738	COMPTON AVE	13090	51	90	432	0	1	301	2	3	14007	60	101	525	1	2	351	2	4
105173	COMPTON AVE	13090	51	90	432	0	1	301	2	3	14007	60	101	525	1	2	351	2	4
105244	COMPTON AVE	16647	67	108	1215	2	7	1121	8	23	17409	76	123	1331	2	8	1185	10	26
105249	COMPTON AVE	11558	58	99	970	2	5	777	6	13	12017	66	113	1093	2	6	851	7	16
105242	COMPTON AVE	17499	69	110	1193	2	7	1112	8	21	18311	77	127	1306	2	8	1175	9	24
140679	CROCKETT BLVD	3274	16	30	304	0	0	113	2	2	3254	14	27	305	0	0	112	2	2
140706	E 103RD ST	9825	24	29	821	0	2	760	2	4	9965	24	29	804	0	2	754	2	4
104819	E 103RD ST	9026	24	24	528	0	1	388	2	4	9221	24	26	528	0	1	384	2	4
140701	E 103RD ST	8700	24	27	740	0	2	674	2	4	8825	22	27	729	0	2	669	2	4
105858	E 103RD ST	8881	24	27	742	0	2	675	2	4	8989	23	27	731	0	2	671	2	4
2683634	E 103RD ST	8881	24	27	742	0	2	675	2	4	8989	23	27	731	0	2	671	2	4
140723	E 103RD ST	10908	29	31	774	0	2	580	4	8	11047	26	29	786	0	2	583	4	8
140719	E 92ND ST	11386	31	53	729	0	2	724	4	6	11335	30	55	716	0	2	711	4	6
106019	E 92ND ST	13134	40	73	1079	2	3	934	4	9	12998	38	74	1048	1	3	918	4	9
104838	E 92ND ST	7259	27	48	378	0	1	258	2	2	7107	29	53	366	0	1	249	2	2
104657	E 92ND ST	6181	16	32	581	0	1	541	2	2	5814	16	34	529	0	1	483	2	2
140725	E 92ND ST	11438	32	49	772	0	2	559	2	4	11591	32	51	772	0	2	556	2	4
105614	E 92ND ST	11701	32	49	772	0	2	559	2	4	11686	32	51	772	0	2	556	2	4
105456	E 92ND ST	11437	32	49	772	0	2	559	2	4	11589	32	51	772	0	2	556	2	4
140717	E 92ND ST	11437	32	49	772	0	2	559	2	4	11589	32	51	772	0	2	556	2	4

		Future No-Project									Future With-Project								
		Daytime			Evening			Nighttime			Daytime			Evening			Nighttime		
Link ID	Road Name	Auto	MT	HT	Auto	MT	HT	Auto	MT	HT	Auto	MT	HT	Auto	MT	HT	Auto	MT	HT
143662	E 92ND ST	13113	33	56	763	0	2	733	4	6	13086	34	58	756	0	2	720	4	6
105267	E 92ND ST	11228	33	49	837	0	2	634	4	6	11012	33	52	825	1	2	625	4	6
105171	E 92ND ST	14688	65	123	905	2	5	670	5	13	15464	76	140	1018	2	6	739	6	15
2684722	E 96TH ST	7090	11	12	340	0	1	366	1	2	7081	12	12	338	0	1	364	1	2
130497	E 96TH ST	7090	11	12	340	0	1	366	1	2	7081	12	12	338	0	1	364	1	2
2684732	E 96TH ST	7090	11	12	340	0	1	366	1	2	7081	12	12	338	0	1	364	1	2
2684734	E 96TH ST	7090	11	12	340	0	1	366	1	2	7081	12	12	338	0	1	364	1	2
2684736	E 96TH ST	7090	11	12	340	0	1	366	1	2	7081	12	12	338	0	1	364	1	2
2762115	E 97TH ST	1725	2	5	32	0	0	10	0	0	1748	2	5	40	0	0	11	0	0
2762114	E 97TH ST	5505	10	10	352	0	1	410	4	6	5592	11	12	366	0	1	405	4	6
104825	E CENTURY BLVD	11077	26	74	857	0	1	627	3	6	11197	26	77	850	0	1	619	3	6
2683608	E CENTURY BLVD	11077	26	74	857	0	1	627	3	6	11197	26	77	850	0	1	619	3	6
2762117	E CENTURY BLVD	13672	28	76	1015	1	3	943	6	10	13729	31	82	1012	1	2	930	6	10
2684752	E FLORENCE AVE	29898	197	281	2882	5	16	3260	29	62	30356	190	260	2627	5	16	3319	31	64
104676	E FLORENCE AVE	31018	174	252	2935	6	15	3079	29	63	31738	167	231	2828	6	16	3295	32	67
2684798	E FLORENCE AVE	31213	166	226	3381	6	17	3794	33	73	32590	153	197	3532	6	18	4331	38	85
2684764	E FLORENCE AVE	29028	150	199	3328	6	16	3728	33	73	30454	134	170	3493	6	17	4266	38	85
2684766	E FLORENCE AVE	29028	150	199	3328	6	16	3728	33	73	30454	134	170	3493	6	17	4266	38	85
2684800	E FLORENCE AVE	31213	166	226	3381	6	17	3794	33	73	32590	153	197	3532	6	18	4331	38	85
105569	E FLORENCE AVE	28528	145	195	3357	6	16	3695	32	71	29888	131	160	3468	6	18	4182	37	83
2684754	E FLORENCE AVE	29898	197	281	2882	5	16	3260	29	62	30356	190	260	2627	5	16	3319	31	64
2684804	E FLORENCE AVE	26223	125	168	3425	6	19	3922	35	81	27440	118	151	3516	6	21	4409	40	99
105635	E FLORENCE AVE	36735	189	272	3994	7	21	4108	37	85	39101	182	255	4195	8	24	4661	43	103
2684802	E FLORENCE AVE	26223	125	168	3425	6	19	3922	35	81	27440	118	151	3516	6	21	4409	40	99
105888	E FLORENCE AVE	37442	135	149	4272	6	18	4953	40	91	38371	132	143	4365	6	19	5283	45	103
105875	E FLORENCE AVE	30462	150	198	3675	8	23	4920	45	103	32301	143	183	3380	8	26	5263	49	115
140676	E GAGE AVE	25262	172	289	1433	4	12	702	11	34	26129	185	322	1768	4	14	846	12	37
105682	E GAGE AVE	29768	219	401	1514	4	13	763	12	37	31084	227	431	1797	4	16	932	14	43
105832	E GAGE AVE	34122	210	332	2580	5	17	1543	19	55	35333	224	358	2784	5	20	1604	20	53
104956	E GAGE AVE	19910	111	184	1473	4	13	903	13	46	19530	121	202	1688	4	16	974	16	54
104683	E GAGE AVE	23975	196	351	1832	4	15	1394	17	54	25646	179	301	2310	5	18	1824	22	67
105187	E GAGE AVE	21081	123	221	1349	3	11	645	10	33	22322	149	268	1635	3	13	733	11	35
2684826	E GAGE AVE	19910	111	184	1473	4	13	903	13	46	19530	121	202	1688	4	16	974	16	54
2684832	E GAGE AVE	21081	123	221	1349	3	11	645	10	33	22322	149	268	1635	3	13	733	11	35
140674	E SLAUSON AVE	32203	428	833	3215	21	79	3977	95	262	32486	420	811	3203	21	77	4026	97	267
105483	E SLAUSON AVE	31678	450	859	3277	21	79	3935	95	262	31211	425	817	3270	21	77	3989	97	267
105692	E SLAUSON AVE	39215	480	935	3868	23	96	4446	108	325	40495	500	974	4142	25	103	4752	117	361

		Future No-Project									Future With-Project								
		Daytime			Evening			Nighttime			Daytime			Evening			Nighttime		
Link ID	Road Name	Auto	MT	HT	Auto	MT	HT	Auto	MT	HT	Auto	MT	HT	Auto	MT	HT	Auto	MT	HT
105757	E SLAUSON AVE	36991	512	959	4440	27	100	4075	122	355	38466	528	990	4464	27	101	4052	128	370
104691	E SLAUSON AVE	29045	471	875	3421	22	89	4037	101	296	30429	464	845	3432	21	85	4144	102	300
2684822	E SLAUSON AVE	28274	394	723	3170	19	77	4617	113	336	29677	408	735	3340	20	79	4719	116	345
104960	E SLAUSON AVE	28053	555	1051	3245	22	89	3861	99	291	27856	525	963	3225	21	85	3975	100	296
105195	E SLAUSON AVE	31154	496	974	4259	23	97	5476	112	337	32656	464	901	4337	24	98	5936	121	367
105470	E SLAUSON AVE	34386	517	998	3922	23	95	4812	107	317	36321	491	945	4223	23	96	5216	115	340
143659	ELM ST	8612	32	45	652	1	2	112	0	2	8627	26	33	666	1	3	128	0	2
2684792	ELM ST	8612	32	45	652	1	2	112	0	2	8627	26	33	666	1	3	128	0	2
105977	FIRESTONE BLVD	41734	140	202	3211	5	12	4105	30	85	43092	146	216	3380	5	14	4416	33	98
105889	FIRESTONE BLVD	44898	199	351	2808	5	25	1813	14	52	46171	207	386	2980	6	28	1888	16	58
2684794	FIRESTONE BLVD	41204	177	258	2460	4	13	1495	10	25	42305	180	268	2622	5	14	1550	10	27
143661	FIRESTONE BLVD	41204	177	258	2460	4	13	1495	10	25	42305	180	268	2622	5	14	1550	10	27
104847	FIRESTONE BLVD	36335	168	273	2667	5	21	1643	14	45	36377	170	292	2764	5	23	1637	14	49
104667	FIRESTONE BLVD	55860	194	292	4223	7	25	2930	21	62	57167	191	315	4592	7	28	3104	23	70
105182	FIRESTONE BLVD	48149	202	318	3124	5	21	2027	16	47	49570	210	345	3320	6	24	2108	16	52
2684728	FIRESTONE BLVD	36335	168	273	2667	5	21	1643	14	45	36377	170	292	2764	5	23	1637	14	49
140724	FIRESTONE BLVD	46936	202	315	3063	5	21	1981	16	48	48500	209	341	3243	6	24	2056	16	53
140683	FIRESTONE BLVD	50205	215	326	3135	6	21	2041	16	47	52008	221	353	3324	6	24	2119	16	51
105661	FIRESTONE BLVD	54292	231	361	3496	6	23	1914	16	47	55800	232	371	3685	6	26	2000	16	53
105619	FIRESTONE BLVD	47823	226	374	3063	5	21	1981	16	48	49416	240	416	3243	6	24	2056	16	53
2684790	FIRESTONE BLVD	46936	202	315	3063	5	21	1981	16	48	48500	209	341	3243	6	24	2056	16	53
140675	HOLMES AVE	7088	43	63	167	0	0	55	0	0	7355	44	70	161	0	0	50	0	0
140677	HOLMES AVE	7451	49	72	249	0	1	110	0	2	7782	48	72	293	0	1	163	2	2
104837	HOOPER AVE	6965	38	55	466	2	4	321	3	6	7748	40	60	528	2	5	361	3	7
130498	HOOPER AVE	7337	46	70	324	2	4	235	3	5	8209	48	75	404	2	5	283	3	7
2684748	HOOPER AVE	8615	50	86	280	0	1	75	0	0	8738	64	105	346	0	2	95	0	0
104955	HOOPER AVE	19687	152	271	646	0	3	114	0	1	20542	129	216	984	1	6	228	1	2
2684816	HOOPER AVE	8615	50	86	280	0	1	75	0	0	8738	64	105	346	0	2	95	0	0
2684744	HOOPER AVE	15440	95	137	503	0	3	568	3	5	16821	112	156	608	2	5	634	3	7
104953	HOOPER AVE	8615	50	86	280	0	1	75	0	0	8738	64	105	346	0	2	95	0	0
2684820	HOOPER AVE	19687	152	271	646	0	3	114	0	1	20542	129	216	984	1	6	228	1	2
2684818	HOOPER AVE	19687	152	271	646	0	3	114	0	1	20542	129	216	984	1	6	228	1	2
2684730	HOOPER AVE	19038	45	56	1282	2	6	870	5	11	19815	37	58	1498	2	7	971	6	13
2684726	HOOPER AVE	6965	38	55	466	2	4	321	3	6	7748	40	60	528	2	5	361	3	7
104846	HOOPER AVE	19038	45	56	1282	2	6	870	5	11	19815	37	58	1498	2	7	971	6	13
104948	HOOPER AVE	15440	95	137	503	0	3	568	3	5	16821	112	156	608	2	5	634	3	7
130500	HOOPER AVE	5217	46	70	324	2	4	235	3	5	6001	48	75	404	2	5	283	3	7

		Future No-Project									Future With-Project								
		Daytime			Evening			Nighttime			Daytime			Evening			Nighttime		
Link ID	Road Name	Auto	MT	HT	Auto	MT	HT	Auto	MT	HT	Auto	MT	HT	Auto	MT	HT	Auto	MT	HT
104836	HOOPER AVE	2120	0	0	0	0	0	0	0	0	2208	0	0	0	0	0	0	0	0
140726	MAIE AVE	4909	15	14	445	0	2	365	2	2	5290	15	14	461	0	2	375	2	2
140686	MAIE AVE	3216	20	33	51	0	0	66	0	0	3812	21	35	39	0	0	66	0	0
140684	MAIE AVE	4243	31	37	125	0	0	120	0	0	4700	27	37	128	0	0	119	0	0
140678	NADEAU ST	21076	105	151	1177	2	4	498	4	6	21657	113	157	1321	2	4	546	4	6
140682	NADEAU ST	22284	100	128	1176	2	4	639	4	8	23944	110	137	1397	2	5	747	6	10
105633	NADEAU ST	26748	137	205	1538	2	7	671	4	8	28273	150	222	1753	2	7	790	6	10
2684796	NADEAU ST	22284	100	128	1176	2	4	639	4	8	23944	110	137	1397	2	5	747	6	10
105670	NADEAU ST	17800	90	122	872	2	3	388	2	4	18402	98	130	1014	2	3	435	4	6
105174	NADEAU ST	23458	116	151	1103	2	4	585	4	8	25579	124	158	1309	2	5	692	6	10
2684808	NADEAU ST	31354	177	330	3012	6	21	1829	22	51	32429	168	289	3351	6	23	1911	22	52
105911	NADEAU ST	31354	177	330	3012	6	21	1829	22	51	32429	168	289	3351	6	23	1911	22	52
104671	NADEAU ST	14941	157	214	471	1	2	444	3	5	17061	179	225	631	1	3	574	4	7
104949	NADEAU ST	24263	128	168	968	2	4	424	4	6	23236	115	147	1108	2	4	465	4	6
106020	S ALAMEDA ST	32046	267	576	2952	13	55	2559	44	115	32728	263	561	3080	13	57	2618	45	119
106120	S ALAMEDA ST	36588	296	714	3230	13	59	2677	42	116	36806	293	726	3310	13	63	2684	44	120
105976	S ALAMEDA ST	34772	282	599	3293	13	57	3150	48	127	34862	276	581	3366	14	60	3156	49	131
105937	S ALAMEDA ST	32724	224	479	3851	12	50	5559	64	170	32820	215	444	3918	13	50	5800	68	180
105910	S ALAMEDA ST	32266	222	466	3719	12	44	5403	63	164	32624	215	430	3791	13	45	5647	67	174
105844	S ALAMEDA ST	13200	64	85	1543	3	9	591	7	13	13324	72	87	1616	4	13	596	7	13
2684806	S ALAMEDA ST	32204	159	283	3985	10	34	6835	71	187	31955	158	290	4002	10	31	6986	75	194
2684858	S ALAMEDA ST	36537	148	214	5031	12	36	7617	80	204	36158	154	214	4976	11	34	7658	81	205
105758	S ALAMEDA ST	36537	148	214	5031	12	36	7617	80	204	36158	154	214	4976	11	34	7658	81	205
105833	S ALAMEDA ST	32204	159	283	3985	10	34	6835	71	187	31955	158	290	4002	10	31	6986	75	194
2684810	S ALAMEDA ST	33482	178	313	4386	11	39	5813	65	168	33659	182	329	4540	12	40	6070	69	178
105876	S ALAMEDA ST	33482	178	313	4386	11	39	5813	65	168	33659	182	329	4540	12	40	6070	69	178
106055	S ALAMEDA ST	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2684742	S CENTRAL AVE	25586	155	265	1673	5	16	1312	12	33	25944	150	239	1810	4	14	1446	14	35
104675	S CENTRAL AVE	26689	157	262	2174	4	15	1463	13	28	26876	135	211	2317	4	14	1612	15	30
104670	S CENTRAL AVE	25586	155	265	1673	5	16	1312	12	33	25944	150	239	1810	4	14	1446	14	35
2684814	S CENTRAL AVE	26727	218	407	2384	9	34	1439	18	52	27027	202	342	2482	8	29	1640	19	52
104682	S CENTRAL AVE	26727	218	407	2384	9	34	1439	18	52	27027	202	342	2482	8	29	1640	19	52
2684746	S CENTRAL AVE	26689	157	262	2174	4	15	1463	13	28	26876	135	211	2317	4	14	1612	15	30
2684724	S CENTRAL AVE	18277	199	337	1247	3	13	871	9	27	18326	215	324	1221	3	11	867	9	27
104666	S CENTRAL AVE	18277	199	337	1247	3	13	871	9	27	18326	215	324	1221	3	11	867	9	27
104662	S CENTRAL AVE	18438	139	255	1767	4	10	1572	11	30	18788	145	245	1742	4	10	1522	11	30
104655	S CENTRAL AVE	20207	145	261	1984	4	12	1780	14	38	20364	150	251	1956	4	12	1727	14	38

		Future No-Project									Future With-Project								
		Daytime			Evening			Nighttime			Daytime			Evening			Nighttime		
Link ID	Road Name	Auto	MT	HT	Auto	MT	HT	Auto	MT	HT	Auto	MT	HT	Auto	MT	HT	Auto	MT	HT
130501	S CENTRAL AVE	20171	111	213	1453	4	12	1249	13	40	19830	108	195	1425	4	12	1247	12	40
104834	S CENTRAL AVE	26022	155	279	1767	4	15	1474	14	43	26681	156	268	1817	4	16	1520	14	45
104824	S CENTRAL AVE	23623	150	276	1915	4	15	1579	15	45	23559	150	263	1886	4	17	1550	15	46
130499	S CENTRAL AVE	23903	155	279	1767	4	15	1474	14	43	24472	156	268	1817	4	16	1520	14	45
104818	S CENTRAL AVE	23011	155	281	2463	4	17	2314	19	60	22885	159	270	2477	4	18	2298	19	60
143843	SANTA FE AVE	7254	116	271	261	1	5	45	0	1	7257	113	288	270	1	5	44	0	1
106024	SANTA FE AVE	29550	248	469	2520	5	17	1431	15	39	29753	250	484	2563	5	17	1455	15	37
106023	SANTA FE AVE	25712	296	643	2501	7	28	1150	19	49	25856	297	625	2526	7	30	1198	19	51
106119	TWEEDY BLVD	25783	92	248	1792	2	8	1574	14	31	26209	105	285	1803	2	10	1574	14	32
105632	WALNUT DR	7021	49	96	398	0	2	32	0	0	7363	55	108	418	0	2	43	0	0
105678	WILMINGTON AVE	7591	57	106	317	0	2	16	0	0	7700	58	107	353	1	3	27	0	0
105681	WILMINGTON AVE	8455	57	133	343	1	2	2	0	0	8840	59	139	298	1	3	2	0	0

Source: AECOM 2021, Fehr & Peers 2021

AECOM

Predicted Noise Level Increase Per Studied Roadway Segment

Link ID	Road Name	Future No-Project ADT Volume	Future With-Project ADT Volume	Total Percent-Change in Daily Volume	Resulting Increase in Traffic Noise Level (dBA)
105612	BANDERA ST	971	1049	8%	+0.3
2684786	BANDERA ST	971	1049	8%	+0.3
140680	BELL AVE	6673	6906	3%	+0.1
105660	BELL AVE	10417	10625	2%	+0.1
2676279	CLOVIS AVE	25083	25532	2%	+0.1
130493	COMPTON AVE	8540	9886	16%	+0.6
2684740	COMPTON AVE	8540	9886	16%	+0.6
2684760	COMPTON AVE	16739	17637	5%	+0.2
105186	COMPTON AVE	23438	24749	6%	+0.2
2684758	COMPTON AVE	16739	17637	5%	+0.2
2684756	COMPTON AVE	17030	19665	15%	+0.6
2684830	COMPTON AVE	23438	24749	6%	+0.2
2684750	COMPTON AVE	17030	19665	15%	+0.6
105172	COMPTON AVE	17030	19665	15%	+0.6
2684738	COMPTON AVE	13970	15053	8%	+0.3
105173	COMPTON AVE	13970	15053	8%	+0.3
105244	COMPTON AVE	19198	20170	5%	+0.2
105249	COMPTON AVE	13488	14171	5%	+0.2
105242	COMPTON AVE	20021	21039	5%	+0.2
140679	CROCKETT BLVD	3741	3716	-1%	< 0.1
140706	E 103RD ST	11467	11584	1%	< 0.1
104819	E 103RD ST	9997	10190	2%	+0.1
140701	E 103RD ST	10173	10280	1%	< 0.1
105858	E 103RD ST	10357	10449	1%	< 0.1
2683634	E 103RD ST	10357	10449	1%	< 0.1
140723	E 103RD ST	12336	12485	1%	+0.1
140719	E 92ND ST	12935	12859	-1%	< 0.1
106019	E 92ND ST	15278	15093	-1%	-0.1
104838	E 92ND ST	7975	7809	-2%	-0.1
104657	E 92ND ST	7356	6881	-6%	-0.3
140725	E 92ND ST	12858	13010	1%	+0.1
105614	E 92ND ST	13121	13105	<1%	< 0.1
105456	E 92ND ST	12857	13008	1%	+0.1
140717	E 92ND ST	12857	13008	1%	+0.1
143662	E 92ND ST	14710	14666	<1%	< 0.1

Link ID	Road Name	Future No-Project ADT Volume	Future With-Project ADT Volume	Total Percent-Change in Daily Volume	Resulting Increase in Traffic Noise Level (dBA)
105267	E 92ND ST	12793	12560	-2%	-0.1
105171	E 92ND ST	16476	17466	6%	+0.3
2684722	E 96TH ST	7823	7811	<1%	< 0.1
130497	E 96TH ST	7823	7811	<1%	< 0.1
2684732	E 96TH ST	7823	7811	<1%	< 0.1
2684734	E 96TH ST	7823	7811	<1%	< 0.1
2684736	E 96TH ST	7823	7811	<1%	< 0.1
2762115	E 97TH ST	1774	1806	2%	+0.1
2762114	E 97TH ST	6298	6397	2%	+0.1
104825	E CENTURY BLVD	12671	12779	1%	< 0.1
2683608	E CENTURY BLVD	12671	12779	1%	< 0.1
2762117	E CENTURY BLVD	15754	15803	<1%	< 0.1
2684752	E FLORENCE AVE	36630	36868	1%	< 0.1
104676	E FLORENCE AVE	37571	38380	2%	+0.1
2684798	E FLORENCE AVE	38909	40950	5%	+0.2
2684764	E FLORENCE AVE	36561	38663	6%	+0.2
2684766	E FLORENCE AVE	36561	38663	6%	+0.2
2684800	E FLORENCE AVE	38909	40950	5%	+0.2
105569	E FLORENCE AVE	36045	37973	5%	+0.2
2684754	E FLORENCE AVE	36630	36868	1%	< 0.1
2684804	E FLORENCE AVE	34004	35800	5%	+0.2
105635	E FLORENCE AVE	45448	48572	7%	+0.3
2684802	E FLORENCE AVE	34004	35800	5%	+0.2
105888	E FLORENCE AVE	47106	48467	3%	+0.1
105875	E FLORENCE AVE	39584	41468	5%	+0.2
140676	E GAGE AVE	27919	29317	5%	+0.2
105682	E GAGE AVE	32731	34548	6%	+0.2
105832	E GAGE AVE	38883	40401	4%	+0.2
104956	E GAGE AVE	22657	22605	<1%	< 0.1
104683	E GAGE AVE	27838	30372	9%	+0.4
105187	E GAGE AVE	23476	25169	7%	+0.3
2684826	E GAGE AVE	22657	22605	<1%	< 0.1
2684832	E GAGE AVE	23476	25169	7%	+0.3
140674	E SLAUSON AVE	41113	41408	1%	< 0.1
105483	E SLAUSON AVE	40656	40174	-1%	-0.1
105692	E SLAUSON AVE	49496	51469	4%	+0.2
105757	E SLAUSON AVE	47581	49126	3%	+0.1
104691	E SLAUSON AVE	38357	39822	4%	+0.2

Link ID	Road Name	Future No-Project ADT Volume	Future With-Project ADT Volume	Total Percent-Change in Daily Volume	Resulting Increase in Traffic Noise Level (dBA)
2684822	E SLAUSON AVE	37723	39439	5%	+0.2
104960	E SLAUSON AVE	37266	37046	-1%	< 0.1
105195	E SLAUSON AVE	42928	44904	5%	+0.2
105470	E SLAUSON AVE	45177	47770	6%	+0.2
143659	ELM ST	9458	9486	<1%	< 0.1
2684792	ELM ST	9458	9486	<1%	< 0.1
105977	FIRESTONE BLVD	49524	51400	4%	+0.2
105889	FIRESTONE BLVD	50165	51740	3%	+0.1
2684794	FIRESTONE BLVD	45646	46981	3%	+0.1
143661	FIRESTONE BLVD	45646	46981	3%	+0.1
104847	FIRESTONE BLVD	41171	41331	0%	< 0.1
104667	FIRESTONE BLVD	63614	65497	3%	+0.1
105182	FIRESTONE BLVD	53909	55651	3%	+0.1
2684728	FIRESTONE BLVD	41171	41331	<1%	< 0.1
140724	FIRESTONE BLVD	52587	54448	4%	+0.2
140683	FIRESTONE BLVD	56012	58122	4%	+0.2
105661	FIRESTONE BLVD	60386	62189	3%	+0.1
105619	FIRESTONE BLVD	53557	55470	4%	+0.2
2684790	FIRESTONE BLVD	52587	54448	4%	+0.2
140675	HOLMES AVE	7416	7680	4%	+0.2
140677	HOLMES AVE	7934	8363	5%	+0.2
104837	HOOPER AVE	7860	8754	11%	+0.5
130498	HOOPER AVE	8026	9036	13%	+0.5
2684748	HOOPER AVE	9107	9350	3%	+0.1
104955	HOOPER AVE	20874	22109	6%	+0.2
2684816	HOOPER AVE	9107	9350	3%	+0.1
2684744	HOOPER AVE	16754	18348	10%	+0.4
104953	HOOPER AVE	9107	9350	3%	+0.1
2684820	HOOPER AVE	20874	22109	6%	+0.2
2684818	HOOPER AVE	20874	22109	6%	+0.2
2684730	HOOPER AVE	21315	22407	5%	+0.2
2684726	HOOPER AVE	7860	8754	11%	+0.5
104846	HOOPER AVE	21315	22407	5%	+0.2
104948	HOOPER AVE	16754	18348	10%	+0.4
130500	HOOPER AVE	5906	6828	16%	+0.6
104836	HOOPER AVE	2120	2208	4%	+0.2
140726	MAIE AVE	5754	6161	7%	+0.3
140686	MAIE AVE	3386	3973	17%	+0.7

Link ID	Road Name	Future No-Project ADT Volume	Future With-Project ADT Volume	Total Percent-Change in Daily Volume	Resulting Increase in Traffic Noise Level (dBA)
140684	MAIE AVE	4556	5011	10%	+0.4
140678	NADEAU ST	23023	23810	3%	+0.1
140682	NADEAU ST	24345	26358	8%	+0.3
105633	NADEAU ST	29320	31213	6%	+0.3
2684796	NADEAU ST	24345	26358	8%	+0.3
105670	NADEAU ST	19283	20094	4%	+0.2
105174	NADEAU ST	25431	27885	10%	+0.4
2684808	NADEAU ST	36802	38251	4%	+0.2
105911	NADEAU ST	36802	38251	4%	+0.2
104671	NADEAU ST	16238	18685	15%	+0.6
104949	NADEAU ST	25967	25087	-3%	-0.1
106020	S ALAMEDA ST	38627	39484	2%	+0.1
106120	S ALAMEDA ST	43735	44059	1%	< 0.1
105976	S ALAMEDA ST	42341	42495	<1%	< 0.1
105937	S ALAMEDA ST	43133	43508	1%	< 0.1
105910	S ALAMEDA ST	42359	43006	2%	+0.1
105844	S ALAMEDA ST	15515	15732	1%	+0.1
2684806	S ALAMEDA ST	43768	43701	<1%	< 0.1
2684858	S ALAMEDA ST	49879	49491	-1%	< 0.1
105758	S ALAMEDA ST	49879	49491	-1%	< 0.1
105833	S ALAMEDA ST	43768	43701	<1%	< 0.1
2684810	S ALAMEDA ST	44455	45079	1%	+0.1
105876	S ALAMEDA ST	44455	45079	1%	+0.1
106055	S ALAMEDA ST	0	0	-	-
2684742	S CENTRAL AVE	29057	29656	2%	+0.1
104675	S CENTRAL AVE	30805	31214	1%	+0.1
104670	S CENTRAL AVE	29057	29656	2%	+0.1
2684814	S CENTRAL AVE	31288	31801	2%	+0.1
104682	S CENTRAL AVE	31288	31801	2%	+0.1
2684746	S CENTRAL AVE	30805	31214	1%	+0.1
2684724	S CENTRAL AVE	20983	21003	0%	< 0.1
104666	S CENTRAL AVE	20983	21003	0%	< 0.1
104662	S CENTRAL AVE	22226	22497	1%	+0.1
104655	S CENTRAL AVE	24445	24516	<1%	< 0.1
130501	S CENTRAL AVE	23266	22873	-2%	-0.1
104834	S CENTRAL AVE	29773	30521	3%	+0.1
104824	S CENTRAL AVE	27622	27490	0%	< 0.1
130499	S CENTRAL AVE	27654	28312	2%	+0.1

Link ID	Road Name	Future No-Project ADT Volume	Future With-Project ADT Volume	Total Percent-Change in Daily Volume	Resulting Increase in Traffic Noise Level (dBA)
104818	S CENTRAL AVE	28324	28190	<1%	< 0.1
143843	SANTA FE AVE	7954	7979	<1%	< 0.1
106024	SANTA FE AVE	34294	34579	1%	< 0.1
106023	SANTA FE AVE	30405	30609	1%	< 0.1
106119	TWEEDY BLVD	29544	30034	2%	+0.1
105632	WALNUT DR	7598	7989	5%	+0.2
105678	WILMINGTON AVE	8089	8249	2%	+0.1
105681	WILMINGTON AVE	8993	9342	4%	+0.2

Source: AECOM 2021, Fehr & Peers 2021

APPENDIX F

CEQA VMT MODELING ASSUMPTION MEMO

AECOM

County of Los Angeles, Department of Regional Planning
Slauson Station TOC Specific Plan, aka
Florence-Firestone Transit Oriented District Specific Plan and EIR (FFTOD Specific Plan)

Future Conditions Projections: CEQA VMT Modeling Assumption Memo
September 2021

Introduction

The following provides documentation of the assumptions and methodologies used to conduct the VMT modeling necessary for analyzing proposed Florence-Firestone TOD Specific Plan (Project) as well as the raw results of the analysis used to calculate the VMT impact metrics associated with the Project. This memorandum includes assumptions and methodologies used to generate and correlate TAZ-associated socio-economic data (SED) for the Project and those related to the SCAG RTP/SCS Regional Travel Demand Forecasting Model (the Model).

The SED is used as the input data for the vehicle miles traveled (VMT) model and establishes the buildout for the existing plus project condition under CEQA.

The following data sources were used to develop this approach and the SED data:

- Los Angeles County Assessor Parcels (existing units and square footage)
- Current jobs/square foot based on SCAG SED 2012 model for total employment / (Existing commercial SF from County Assessor/1,000)
- Land use and trip generation assumptions from City of Los Angeles VMT Calculator Documentation version 1.3, LADOT and DCP, May 2020
- Average Household Size from US Census, ACS 2017 5-year average
- Analysis of FFTOD SPA average household size compared to the Countywide average included in the Mobility & Equity Study

Assumptions for each SED category is discussed below.

Additional assumptions and methodology choices related to the Model include the following four points:

- Approach to Travel Analysis Zones that cross the Project boundary
- Inclusion of future transportation network projects
- Default TDM factor that is assumed in the Model
- Method of deriving results for a horizon year between the two validated Model years.

These choices as well as the raw results of the analysis are discussed below.

SED Assumptions

1. Base Year Total Employment per Square Foot (Sq. Ft.):

Total employment for the base year establishes the existing condition of the plan area as a baseline for determining if the Project will add employment.

This data point is calculated based on detailed SCAG SED 2016 model for total employment / (Existing Commercial SqFt from County Assessor/1000).

2. Future Year Projected Employment:

Future year projected employment provides an assumption of how many jobs could be present in the FFTOD Specific Plan Area based on proposed Project buildout. This is used to understand the level of employment as a method for estimating employee trips. The following methodology generated future employment based on areas of change; this future employment was added to the Base Year Total Employment from the detailed SCAG SED 2016 model.

A. The County of Los Angeles, having adopted VMT guidelines in July of 2020, has not yet established population/ jobs per unit assumptions by land use1. The City of Los Angeles (LA) has established population/ jobs per unit assumptions for their VMT calculations to convert different land uses into population or employment estimates. Absent similar conversion rates developed specifically for Los Angeles County, the consultant team recommended using the City of LA employment by land use type assumptions for SED future projections analysis.

B. Assumptions used for this analysis based on the established City of LA guidelines include the five land use categories listed below.

- Retail: 2 employees/ 1,000 square feet
- Office: 4 employees/ 1,000 square feet
- Restaurant: 4 employees/1,000 square feet
- Automotive Uses: 1 employee/1,000 square feet
- Light Industrial: 1 employee/1,000 square feet

C. The bulk of the proposed changes in General Plan Land Use and zones in the FFTOD Specific Plan Area are focused within mixed use land use designations and zones, as shown in **Figures 1 and 2**. A programmatic Specific Plan does not have the ability to predict the type of non-residential uses that can be included in a mixed use development. Generally, mixed use development includes commercial non-residential uses, such as retail, office, and restaurant on the ground floor with residential uses above. Therefore, a weighted average of the number of employees per 1,000 square feet for the five land use categories listed above was generated to establish a "blended" jobs factor to estimate existing and projected commercial or mixed use development.

D. To establish the blended employment factor, AECOM analyzed the existing ratio of retail, office, and restaurant uses in the FFTOD Specific Plan Area based on parcel square footage. Based on the FFTOD Specific Plan Phase 1 Market and Real Estate Study (September 2020), the types and mix of land uses are generally not expected to change based on the low volume of development projects in the FFTOD Specific Plan Area over the past 10 years. This condition creates a basis for applying a blended jobs average to mixed use developments that would mimic the existing ratio of uses. Table 1 documents the weighted average assessment used to generate a blended jobs factor.

E. The weighted average analysis of commercial non-residential uses yielded an assumed blended employment factor of 2.31, as retail uses are the predominant existing land use. The blended factor was applied to the acreage for each zone changing to mixed use and commercial zones within each TAZ. Given the level of automotive land uses in these areas, which has a lower employment factor of 1.0, the 2.31 factor is considered to account for the range of employment types by land use in the FFTOD Specific Plan Area.

F. Industrial zones that are not substantially changing permitted uses—Light Manufacturing (M-1) or Heavy Manufacturing (M-2) proposed zoning—are not considered change zones, and thus are not expected to redevelop into other uses that would produce significantly different average employee per square foot ratios than what currently exists, as shown in **Figure 2**. Industrial Mix (IX) zone will continue to allow light industrial uses and office employment. Based on the permitted Floor Area Ratio (FAR) of 1.0 consistent with the IL Light Industrial General Plan land use designation, and size of actual IF parcels in the Specific Plan area, the employment factor of the IF zones is not anticipated to change.

G. Existing uses in the Specific Plan area include a range of employment types. When these uses and their employment are summed and divided across the acreage of the associated land uses this yields an existing ratio of employment types across the community. A programmatic Specific Plan does not have the ability to predict whether the existing uses will turn over or if the market conditions will shift heavily in favor

[1] Source: City of Los Angeles VMT Calculator Documentation (May 2020). Available at: Documents | LADOT (lacity.org)

of one type of employment or another. Therefore, for the purposes of the VMT analysis all zones that include non-residential uses, excluding the IX and mixed use zones, are assumed to maintain the existing ratio of employment types currently present in the community.

Table 1: Weighted Average Analysis, Existing FFTOD Specific Plan Area Land Uses

Generalized Land Use Type	Land Area[1]			Floor Area Ratio (FAR)			Jobs	
	Lot SF	Built SF	% of Total	Effective	Low	High	City of LA Employment Factor (per 1,000 SF)[2]	Assumed Blended Employment Factor for Mixed use zones[3]
Commercial Non-Residential								
Retail	4,275,053	1,466,391	86.5%	0.34	0.04	2.6	2	2.31
Restaurant	228,965	69,463	4.1%	0.30	0.08	0.73	5	
Office	332,158	159,346	9.4%	0.48	0.01	1.2	4	
Total	*4,836,176*	*1,695,200*		*0.35*				
Automotive / Light Industrial Non-Residential								
Auto Repair	776,207	169,860	67.8%	0.22	0.02	0.81	1	
Light Industrial	258,851	80,789	32.2%	0.31	0.09	0.92	1	
Total	*1,035,058*	*250,649*		*0.24*				

1 Source: County of Los Angeles Assessor parcel data
2 Source: City of Los Angeles VMT Calculator Documentation (May 2020). Available at: Documents | LADOT (lacity.org)
3 Blended factor formula: =SUMPRODUCT(% of Total)/SUM(City of LA Employment Factor (per 1,000 SF)[2]

3. Average Household Size Assumptions:

Average household size correlates expected household population with the number of housing units anticipated under the proposed Project buildout. This data point enables generation of a population estimate for the Project horizon year (2035). This is used to understand the future population and infrastructure demand. Calculation methodology is as follows:

A. The existing persons per household in the FFTOD Specific Plan Area is 4.6 based on the SCAG SED 2012 model. This average was applied to the lower density proposed zones (RLM-1 and RLM-2) that are intended to maintain the existing densities or increase slightly with the understanding that a similar housing type would maintain a similar household population. This would support an extension of the existing household size in the majority of the FFTOD Specific Plan Area.

B. Higher density proposed zones for residential and mixed use areas were not assigned the existing community person per household average. Higher-density areas, especially associated with high transit access, are generally associated with lower person-per household calculations. These potential higher-density zones were assumed to have a lower average household size of 3.2, consistent with the current Countywide average[2].

4. Developed Units (HH):

This data point estimates expected number of housing units anticipated under the proposed Project buildout. This data point enables generation of a population estimate for the Project horizon year (2035). This is used to understand the future population and infrastructure demand. Calculation methodology is as follows:

C. To estimate the projected number of housing units (households) it is necessary to assume a potential achievable density given proposed zoning parameters. Many factors influence proposed development, some of which—including site constraints, development feasibility, development standards, and market trends—may lead to development projects that do not reach allowable densities. Therefore, it is reasonable to assume that not all properties that redevelop will be developed at maximum allowed densities and intensities. The FFTOD Specific Plan Phase 1 Market and Real Estate Study (September 2020) indicated that potential sites that could allow mixed use development would likely incorporate affordable housing because market-rate mixed use development is not currently economically feasible in this primary market.

[2] Source: US Census, ACS 2017 5-year average

Figure 1: Proposed Land Use Designation Change Areas

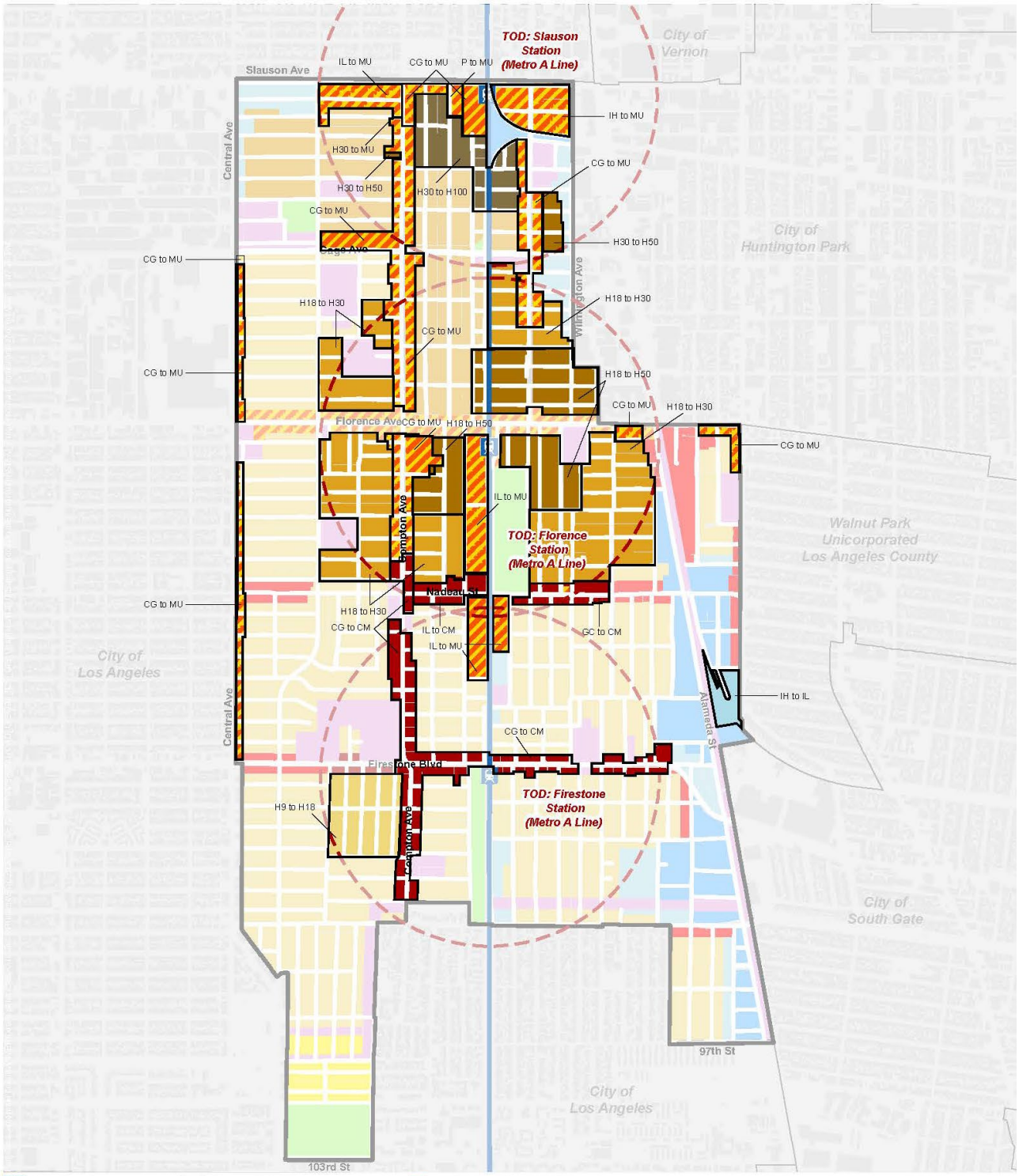
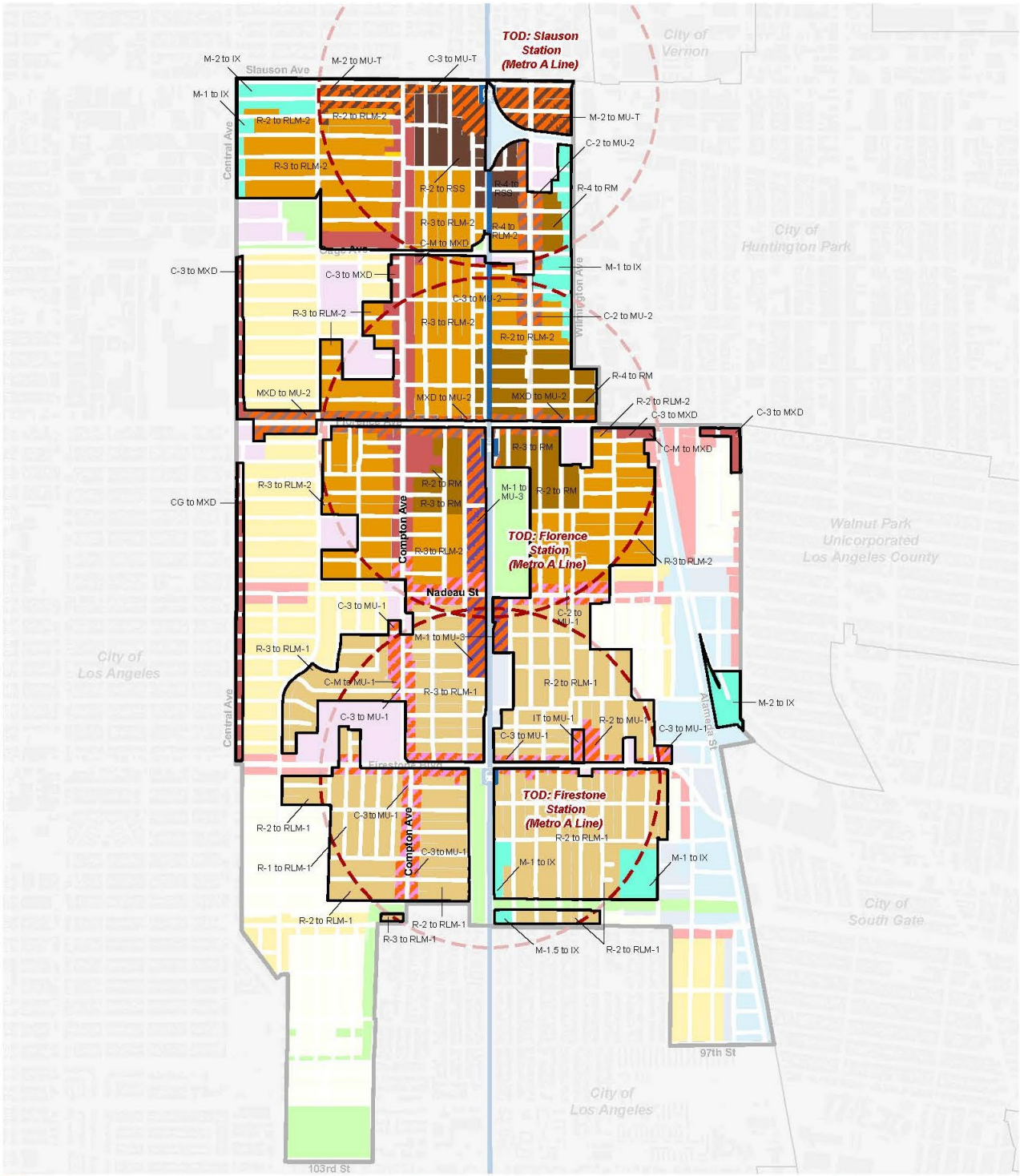


Figure 2: Proposed Zone Change Areas



D. Additionally, developer interviews conducted as part of the study indicated interest from the development community in building high-density housing within the TOD portions of the FFTOD Specific Plan Area, but that it would also unlikely be market-rate. Given that historical rent data revealed that achievable rents in the FFTOD Specific Plan Area that are unlikely to support market-rate new construction, this analysis assumes that a majority of the development to occur between now and 2035 will be Affordable Housing or included affordable units as part of the state's Density Bonus Allowance program.

   Market research identified a variety of multifamily residential projects that have either been recently completed or are currently under construction, and that are near light rail stations or in neighborhoods with market characteristics similar to the FFTOD Specific Plan Area, such as Willowbrook, Compton, Long Beach, Boyle Heights, as well as the Florence-Firestone neighborhood. These development projects were used to develop four broad Density Prototype Categories that fit within the various allowable densities found in the FFTOD Specific Plan's proposed zones. These density categories are averages that can represent a wide variety of residential product types that the market is likely to deliver. The 20-30 du/ac category represents for-sale ownership multifamily product types such as townhomes or single-family lots that redevelop with multiple units on-site. The remainder of the density categories and identified projects are all Affordable Housing developments, some of which contain commercial components and some of which are composed of only residential uses. See **Figure 3**.

   Figure 3: Density Prototype Categories

E. Generally, developers produce projects that balance market demand and the ability to reach financial feasibility thresholds, usually responding to market factors at a point in time (e.g. achievable rents, construction costs, competitive supply, available financing, etc.). Since this analysis estimates development through the year 2035, it is reasonable to assume that where allowed, each proposed zone will host a variety of "project prototypes" of varying densities that develop over time.

F. For each of the proposed zone that allow residential units, an "Assumed Average Density" of dwelling units per acre (du/ac) was calculated. The Assumed Average Density is derived from an assumed mix of the four Density Prototypes Categories mentioned above. The Assumed Average Density is calculated for each proposed zone in **Table 2**.

   1. The estimated mix of densities for each of the proposed zones is based on what is allowed according to the zones respective density parameters, historical and contemporary development patterns in this or similar markets, and other considerations like location, adjacencies, and neighborhood character. Estimates focus on the density prototype 2 to allow for fluctuations in the market and an understanding that not all properties will redevelop, and those properties that do redevelop will not all achieve the maximum density allowed.

      a. MU-1. This zone is identified as a lower-intensity mixed use zone when compared to the other proposed mixed-use zones. This is meant to help preserve the existing character of the neighborhood. For this reason the 3 lower densities were identified as likely development

prototypes at 30 du/ac, 70 du/ac, and 110 du/ac. Future development is estimated to be comprised of 50% at the middle density of 70 du/ac with the remaining future development split between the other two density prototypes.

b. MU-2, MU-3, MU-T, MXD. These mixed-use zones have been identified as holding the most potential for dense residential mixed-use development. MU-3 and MU-T zones are proposed to transform parcels formerly zoned as industrial to residential mixed-use development within walking distance to the transit stations. MU-2 zones are found along major corridors and are also in close proximity to transit stations. MXD zones have been identified as RHNA sites, with a majority of these sites along major corridors or within close proximity to transit stations. These zones are more likely to see more of the denser development prototypes allowed at 70 du/ac, 110 du/ac, and 140 du/ac. Future development is estimated to be comprised of 50% at a middle density of 107.5 du/ac with the remaining future development split between the other two density prototypes.

Table 2: Assumed Average Density by Zone

Proposed Zone Designation	Density Prototype 1		Density Prototype 2		Density Prototype 3		Assumed Average Density DUAC
	DUAC	*% of new development*	*DUAC*	*% of new development*	*DUAC*	*% of new development*	
MU-1	110	25%	70	50%	30	25%	**70**
MU-2	140	25%	110	50%	70	25%	**107.5**
MU-3	140	25%	110	50%	70	25%	**107.5**
MU-T	140	25%	110	50%	70	25%	**107.5**
MXD	140	25%	110	50%	70	25%	**107.5**
RLM-1	NA	NA	NA	NA	NA	NA	**NA**
RLM-2	20	100%	0	0%	0	0	**20**
RM	25	100%	0	0%	0	0	**25**
RSS	110	50%	70	50%	0	0	**90**

RLM-1. This zone is designed to provide stability for homeowners and existing residents by limiting options for lot consolidation and multi-family densities. The standards are also design to enable existing single-family properties to add ADUs or duplex units more effectively than under currently regulatory conditions. Based on these density and standard limitation, anticipated growth in the RLM-1 zone are not calculated using the average density method.

1. New units (ADUs) are not expected to result in the demolition of existing residential units.
2. Investing in such new units (ADUs or conversion to duplexes) requires a significant amount of capital up front, which may present a barrier to lower income households that comprise the majority of the RLM-1 zone area.
3. Based on historical data, it is conservatively assumed that 2% of parcels in RLM-1 zone will add ADUs or duplexes (see Section 5).
4. New units added to RLM-1 are derived by multiplying the number of existing units in each TAZ by 2%, representing the historical trend in Southern California that a small percentage of properties will add these units.

c. RLM-2. This zone is found in neighborhoods that are currently mostly single-family residences. Development standards proposed in this zone are intended to allow properties to reach develop at densities that are not currently achievable under existing development standards. The minimum allowed density in this zone is 20 du/ac, the maximum allowed density in this zone is 30 du/ac.

Given the huge investment required to redevelop an existing developed lot, the market indicators suggest that to offset for this hurdle to redevelopment (which results in lower number of parcels being redeveloped) a reasonable assumption would be that 100% of the future development would occur at the 20 du/ac.

d. RM. This zone is similar to RLM-2 but allows for development up to 50 du/ac. Market indicators suggest that most development will occur in the 20-30 du/ac density category. 100% of the new development in this zone is expected to be at the midpoint of this category, 25 du/ac.

e. RSS. This zone allows for residential development from 50-100 du/ac. Future development is estimated to be split evenly between the two density categories that are close to these parameters, 70 du/ac and 110 du/ac.

5. Potential Buildout Factor:

The ability of the FFTOD Specific Plan Area to accommodate population and jobs is based on assumptions about what level of development can reasonably be expected (based on zoning, existing improvements, and market activity) to occur during the life of the plan (2035). Due to the FFTOD Specific Plan Area being nearly fully built out, investment in an area like this carries higher costs (buy out of existing parcels with built homes), risks (generally small lot sizes, existing circulation or orientation constraints), and include parcels or development that will not redevelop based on their value, history, or existing improvement level. These conditions ensure that a 100% parcel redevelopment to the maximum allowed level will not occur. Therefore, it is necessary to determine an estimation of anticipated future development known as the "reasonable expected development." For purposes of the following methodology "reasonable expected development" may also be referred to as "capacity," though it is not intended to represent maximum build out.

A. To calculate the "reasonable expected development" it is necessary to assign a potential buildout factor to estimate project buildout capacity. Economic conditions and market trends, policies and regulations, financial lending practices and funding sources, site constraints, and construction and acquisition costs also influence market decisions related to development. While it is difficult to predict future conditions, it is reasonable to assume that not all properties in the FFTOD Specific Plan Area will redevelop. The build-out factors are used to reflect reasonable capacity.

   The potential buildout factor is expressed as a percentage and is based on the acreages of land designated for each proposed zone, existing land uses, and available market data. For example, a 25% build out factor indicates the percentage of land acreage within a certain zone designation estimated to redevelop.

B. Historical market data revealed little development activity in a primary market area, which is defined as encompassing the 0.25-mile radius from each of the three Metro A (Blue) Line stations, Slauson Station, Florence Station, and Firestone Station. Real estate development projects currently under construction as well as those built since 2010 account for approximately 1% of the total land acreage in the primary market area (adjusted for infrastructure, parks, and public schools). Single-family residential projects were not included in this data set of real estate projects.

C. Within the FFTOD Specific Plan the following were assumed based on the assessment of the market, characteristics of the station areas and proposed zones, as well as published literature and research on infill development patterns and expectations:

   1. Areas expected to experience the highest level of investment and buildout are the proposed highest-density residential (RSS) and mixed use (MU-2, MU-3, and MU-T) zones that are currently industrial but have been rezoned to allow for substantial mixed use development, including high-density multifamily residential uses. Literature[i] on the effect of light rail transit on land use change found that industrial uses were more likely to change land uses within 0.5 miles of light rail stations than other major land uses. One study found approximately 46% of industrial acres within a half mile of a station changed land uses after the light rail was operational. These areas include MU-T zones near the Slauson Station and MU-3 near the Florence Station. MU-1, MU-2 and MXD zones also have some existing industrial and auto-service uses, but to a lesser extent.

   2. Areas with the next highest expected change are existing commercial uses. As with the case of industrial uses, commercial uses in the FFTOD Specific Plan Area generally have low FAR utilization

and are present in areas along major transit corridors. Proposed zones with significant commercial uses are MU-1, MU-2, and MXD. One study on land use change near transit stations demonstrated a turnover rate of approximately 9% for commercial parcels within a half mile of transit stations.

3. Existing residential areas are expected to experience the lowest rates of change. These areas are assumed to increase density marginally, not reaching the maximum density based on level of existing buildout, lot sizes, and policies related to anti-displacement. The RSS zone enables up-zoning of higher residential density near the Slauson Station. RLM-1 and RLM-2 zones are allowed much lower maximum densities, and individual lot improvements or additions of ADUs are expected to be the primary driver of additional units in these zones. One study examining land use change around light rail stations found that 7% of multifamily uses within a half mile of transit stations redeveloped in the three years leading up to the transit line being operational, while that number dropped to 3% after transit became operational. A 2016 McKinsey Report[ii] on closing California's housing gap projected that 1% of single-family residences could add a detached ADU, while 5% could add an in-home unit attached to the house. These rates are lower for a number of reasons, including:
    a. Investing in such additions requires a significant amount of capital up front, which may present a barrier to lower income households
    b. Although growing in popularity, some homeowners are unfamiliar with ADUs
    c. Local regulations and policy standards can make ADU installation difficult
    d. Financing ADUs can be difficult when not planned as part of initial mortgage
4. All areas identified for new FFTOD Specific Plan zones with a residential component are subject to market conditions and have experienced little investment in the previous ten years, as shown in Table 3.

Table 3: Development since 2010 within ½ mile of FFTOD Metro Station Areas

Property Address	Year Built	Land Use	Land Area (AC)	Residential Units	Dwelling Units per Acre (du/ac)
1708 E 61st St	2022	Multifamily	0.41	56	136
1619 Firestone Blvd	2022	Multifamily	0.15	20	130
1600-1610 E Florence Ave	2021	Multifamily	0.94	110	117
7321 Miramonte Ave	2021	Multifamily	0.66	44	67
1670 E 82nd Pl	2020	Multifamily	0.10	2	20
1661 E 62nd St	2019	Multifamily	0.16	4	25
6218 Compton Ave	2019	Multifamily	0.46	30	65
1717 E 61st St	2013	Multifamily	0.61	30	49
6901 S Alameda St	2019	Industrial	2.06		
7512 Maie Ave	2017	Industrial	0.45		
7522 Maie Ave	2017	Industrial	0.86		
1717 E Slauson Ave	2012	Industrial	0.29		
8301-8313 Compton Ave	2019	Retail	0.37		
1302 E Slauson Ave	2019	Retail	0.99		
1824-1830 E Slauson Ave	2019	Retail	1.08		
1789 Firestone Blvd	2018	Retail	0.09		
1933-1935 E Florence Ave	2014	Retail	0.33		
1931 E Florence Ave	2014	Rretail	0.56		
1900 E Slauson Ave	2010	Retail	1.54		

Source: CoStar

D. Market conditions may change with the introduction of increased FAR and density allowances of the proposed zones; however, constraints such as lot size and existing improvements are still present. Table 5 outlines the estimated potential build out factors and market indicator rational for each proposed zone that enables a change in land use(s).

   Achieving development at buildout factors beyond the estimated potential build out factor levels may occur with a dramatic shift in market dynamics such that rent prices and land values in the area would increase significantly more than expected. Although market indicators point to this scenario being unlikely, one of the primary purposes of a Specific Plan is to provide infrastructure planning and CEQA streamlining for future projects. Therefore, in consultation with LA County Department of Regional Planning, the strategic decision was made to increase the potential buildout factor of each zone by 5% or 10% to adequately provide a margin of coverage for future projects. Table 4 outlines the market indicated "reasonable expected development" percentage and the strategically adjusted projected buildout factor ultimately used in the SED.

   Increase beyond these levels is discouraged. Increases would likely result in substantial over estimation of development that would result in inappropriately increasing required infrastructure investments and development fees. Increased development fees in a soft to marginal market like this would actively discourage investment in the area and veer away from the Los Angeles County and LA Metro goals for the FFTOD Specific Plan Area.

Table 4: Reasonable Expected Development and Projected Building Out Factor by Zone

Proposed/ Existing Zone	**Reasonable Expected Development** (Market Indicated)	**Projected Buildout Factor** (Strategically Adjusted by County)
MU-T	30%	40%
MU-3	25%	35%
MU-2	15%	25%
MXD (RHNA sites)*	15%	80%*
MXD (non-RHNA sites)	15%	20%
MU-1	15%	20%
RSS	10%	15%
RLM-1	2%**	6%**
RLM-2	1%	6%
RM	1%	6%
IX	0% (redevelopment may occur, however no change in FAR results in no new buildout)	

*Consistent with the Housing Element Update (2021), buildout factor is set at 80% to reflect that 100% of RHNA sites are assumed to redevelop to achieve 80% of the allowed site capacity. This is inclusive of the requirement that a minimum of 2/3 of the allowed FAR being dedicated to residential units.

** RLM-1 zone is not assigned a buildout factor to determine redeveloped acres, but rather new units in this zone are calculated by assuming 3% of properties will add an ADU and 3% of properties will add a Duplex.

Table 5: Market Indicated Reasonable Expected Development by Proposed Zone

MU-3: Reasonable Expected Development factor of 25%.
The proposed MU-3 zone changes parcels currently zoned for industrial uses to allow for mixed uses. The previously mentioned study on land use changes around light rail stations[iii] identified that 46% of industrial acres switched land uses. The 25% estimate represents a dialed down redevelopment rate due to strong demand for industrial uses around Los Angeles. The southern California region is a global trading center and logistical hub, which have kept industrial uses in the greater Los Angeles submarket in high demand to support both international trade and serve the large regional population. While new zoning may create new value in these sites, they may be less likely or slower to turnover, especially as the available supply of industrial land uses close to population centers continues to decrease with growing demand for logistics and warehousing space stemming from a boom in e-commerce. However, MU-3 contains relatively large parcels that have low FAR utilization and may show promise as development opportunities to investors.
MU-T: Reasonable Expected Development factor of 30%.
This buildout factor is similar to that of the MU-3 zone, for the same reasons. However, this buildout factor also considers the Slauson Station stop on the future West Santa Ana Branch, which would connect the area to different part of Los Angeles to the north as well as southeastern portions of Los Angeles County, which may cause further impetus for redevelopment and thus the slightly higher buildout factor. The MU-T zone is located only around the Slauson Station.
MU-1 and MU-2: Reasonable Expected Development factor of 15%.
Since these designations are a blend of industrial and commercial uses, the factor takes cues from the 46% and 9% observed turnover rates in identified literature[iv], respectively. Commercial areas are more compatible with residential uses and may not have to endure site remediation that is often associated with contaminated industrial areas.
MXD : Reasonable Expected Development factor Varies.
MXD (non-RHNA sites): Reasonable Expected Development factor of 15%. In alignment with the MU-1 and MU-2 zones, the MXD designation is a blend of industrial and commercial uses, the factor takes cues from the 46% and 9% observed turnover rates in identified literature[v], respectively. Commercial areas are more compatible with residential uses and may not have to endure site remediation that is often associated with contaminated industrial areas.
MXD (RHNA sites): Reasonable Expected Development factor of 80%. MXD RHNA sites were identified through the Housing Element Update process consistent with State law. RHNA sites are identified based on State criteria that qualifies them as 'opportunity sites' for rezoning and the ability to enable multi-family development at the density levels assumed. The Specific Plan is rezoning the MXD RHNA sites to implement the Housing Element Update, and providing planning for appropriate infrastructure services and CEQA streamlining. Based on these considerations, the buildout factor for the MXD RHNA sites has been set at 80% to be consistent with the 2021 Housing Element Update; associated buildout potential of the VMT model and CEQA documentation does not constrain the ability of the RHNA sites to build out at or above the indicated levels.
RLM-1, RLM-2, RM: Reasonable Expected Development factor of 1%.
Currently the area is considered fully built out with a range of single-family and low density multifamily units. Existing single-family residence lots are least likely to redevelop based on historical data and fiscal investment requirements by existing property owners or investors. Typically homeowners in lower-income in areas like the FFTOD Specific Plan Area may face barriers to capital-intensive improvements to their property. Typical redevelopment occurring as a result of upzoning in communities like the proposed RLM-1, RLM-2 and RM neighborhoods result in development that historically yields approximately 25 du/ac (e.g., townhome style residences). Achieving higher densities up to 50 du/ac. would require significant parcel consolidation which is a high barrier to redevelopment given the high financial investment of purchasing existing built units and the logistical and time considerations of doing so in neighborhoods with a fragmented ownership pattern. All these factors indicate the low buildout factor identified. Consistent with the Developed Units discussion above, new unit and population assumptions for the RLM-1 zone are expressed in the data differently than other proposed zones. This is based on the record of development that indicates the majority of new units added in a zone of this density would be accessory dwelling units (ADUs). For this reason, the

RLM-1 zone is not assigned a buildout factor to determine redeveloped acres, but rather new units in this zone are calculated by assuming 1% of properties will add an ADU and 1% of properties will add a Duplex. Additionally, based on the understood overcrowding of these area, new ADUs would be anticipated to alleviate some overcrowding, and providing housing for some new residents. Thus the additional population factor is expressed as 0.5 persons per additional unit.
RSS: Reasonable Expected Development factor of 10%.
This estimate is based on several considerations. The three FFTOD stations have operated for more than 30 years—the RSS zone is located near Slauson Station, which opened in 1990. While some parcels in this area may have redeveloped since then, the new zoning may unlock enough potential value to incentivize new investment to redevelop parcels at greater densities; such investment would likely be driven by parcel consolidation. Parcel consolidation or redevelopment of existing multifamily properties may be challenging in the area and may occur at a slow rate over time. This buildout factor also considers the Slauson Station stop on the future West Santa Ana Branch, which would connect the area to different part of Los Angeles to the north as well as southeastern portions of Los Angeles County, and may serve as additional impetus for redevelopment. This 10% buildout factor is a midpoint between two observations found in literature on land use change around light rail stations, which indicated multifamily properties showed a 16% turnover rate near stations in the years leading up to a stations opening, but a substantially lower turnover (3%) after the station became operational.
IF: Reasonable Expected Development factor of 0%
The IF zone implements the existing land use designation for these parcels and thus does not increase FAR beyond what is currently permitted. This condition creates a zone that would expand the range of allowed non-industrial commercial uses; however, given the static maximum FAR land use changes would be expected to result in adaptive reuse of existing buildings, or replacement of buildings at approximately the same square footage of existing building. This is based on the type of allow light industrial and commercial uses that would be permitted in the area that tend to include a need for logistics space, truck access, and parking areas. Thus, expected change of uses in the proposed IF zone during through the Specific Plan horizon year would result in a zero change factor.

6. Reasonable Commercial Square Footage (Sq Ft):

Reasonable commercial square footage establishes the potential future condition of non-residential building area under the proposed Project buildout (2035). This is used to understand the level of employment that can be generated and destinations within the community that would provide goods or services that generate consumer, employee, and delivery trips. Calculation methodology is as follows.

A. To estimate the projected developed commercial square footage, this analysis uses a commercial square feet per resident ratio. The commercial square feet per resident ratio is based on the existing amount of commercial (retail, restaurant, and office) space in the FFTOD Specific Plan Area as well as the existing population. Dividing the commercial square footage of approximately 1.7 million square feet by an existing population of 61,750 yields a ratio of 27.5 commercial square feet per resident.

B. The number of housing units projected to be built in the FFTOD Specific Plan Area by 2035 can be estimated by applying the buildout factor to land associated with each zone and understanding the average densities likely to develop. Projected population can then be calculated using a population per household figure to multiply against the reasonable expected development of housing units.

C. This net new population can be used to form the basis for new commercial square footage demanded, by relating the new population back to the 27.5 commercial square feet per resident.

D. The FFTOD Specific Plan Phase 1 Market and Real Estate Study (September 2020) identified key market factors that indicate non-residential development is not expected to significantly increase in the Florence-Firestone community. See the study for definition of Primary and Secondary markets.

   1. Existing employment concentrations are in retail trade, manufacturing, and wholesale trade sectors; all these sectors are characterized by low FAR configurations.

   2. The Slauson and Florence Station areas have a higher concentration of non-residential uses and jobs, with the Firestone Station area being more residential and neighborhood services oriented.

3. The majority of new development projects in the Primary and Secondary markets has been multi-family residential, with a minority of retail or industrial development projects. The three-station TOD areas experienced one retail and nine residential projects between 2010 and 2020 based on permit data; this resulted in 4,736 new square feet of non-residential and 93 housing units.
4. Interviews with the development community reinforced the data. Developers indicated:
    a. The retail opportunity is modest and limited to neighborhood-level tenants.
    b. Commercial corridors in the FFTOD Specific Plan Area offer sites that could allow mixed use development, which would likely have to be affordable housing because market-rate mixed use development is not currently economically feasible.
    c. There is interest from the development community in building high density housing within the TOD portions of the FFTOD Specific Plan Area, but it is unlikely to be market-rate.
5. This analysis assumes that a majority of the housing produced in the FFTOD Specific Plan will be affordable income-restricted housing.
    a. The relatively low rents achievable in this housing submarket, coupled with high construction costs, make market-rate housing development especially difficult under current conditions. Various funding sources available to projects within transit-oriented zones and those with significant affordable housing components may push projects towards economic feasibility.
    b. Affordable housing developments are likely to receive significant financial support in the form of grants, subsidies, and funds from local, state, and federal governments. Over time market conditions may improve to a point where market-rate housing development may be supported in the FFTOD Specific Plan Area, however protections against gentrification and displacement may also keep the area affordable to low-income and working-class communities.
    c. As most of the future housing development is projected to be affordable housing, dispensable incomes in the area are not projected to rise at a considerable rate. Rather, new populations are likely to maintain the current ratio of retail and services square footage that is currently observed in the market.

E. Additionally, overestimating the buildout potential of uses increases the risk to future development in the community by overestimating the need for new infrastructure and thus increasing the development fees beyond what is necessary to support actual development. In this way, over estimating build out can be a strong deterrent to investment in an area.

F. Based on the documented factors, SED data was managed to assume a maintained level of commercial square footage for new residents. This analysis also assumes that commercial square footage demolished to make room for new development would be replaced by new commercial square footage in the new development.

VMT Model Assumptions

1. Approach to Travel Analysis Zones that cross the Project boundary:

Transportation Analysis Zones (TAZs) are the geographic unit of analysis used by the Model. In cases where the TAZ boundaries do not align with the proposed Project boundaries, a decision must be made to determine how to allocate the land use and associated SED that falls within the TAZ but outside the proposed Project boundary.

For the analysis of the FFTOD Specific Plan Area, three TAZs out of 32 included area that fell outside the proposed Project boundary. For these three TAZs, a visual inspection was conducted using aerial photography to confirm whether the trip-generating land use and SED falls outside or within the proposed Project boundary. A review of the County Property Assessment data was conducted to determine the proportion and type of employment that should be reallocated to adjacent TAZs outside the proposed Project boundary. None of these three TAZs had housing data associated in the Model.

The following approach was taken for employment data in each of the three TAZs:

- TAZ 21561100 – 60% of non-education employment was moved to the next adjacent TAZ outside the proposed Project boundary (TAZ 21575300)
- TAZ 21562300 – all employment was moved to the next adjacent TAZ outside the proposed Project boundary (TAZ 21577100)
- TAZ 21576200 – 90 industrial-related jobs were allocated to the next adjacent TAZ outside the proposed Project boundary (TAZ 21568100)

2. Transportation network projects complete by horizon year:

The Model includes a number of future transportation network projects that are assumed to be complete by the Model's horizon year. Because the proposed Project's horizon year is 2035 and the Model's horizon year is 2040, the transportation network projects that are expected to be complete by 2040 but not complete by 2035 should be removed to better reflect the anticipated conditions for 2035. Although the proposed Project is located in central LA County, transportation network projects were reviewed for the entire LA County area because they would be likely to influence regional travel including travel to and from the proposed Project. To determine the anticipated opening year of each transportation network project, Metro plans, Board Reports, and project updates were reviewed.

The following transportation network projects were reviewed, with the following determinations:

- *Slauson Light Rail, Crenshaw Corridor to Metro Blue Line Station:* Not anticipated to be complete by 2035; removed from Model.
- *Metro Green Line Extension, Metro Green Line Norwalk Station to Norwalk Metrolink Station:* Not anticipated to be complete by 2035; removed from Model.
- *Vermont Short Corridor, Wilshire/Vermont to Exposition/Vermont:* Included in Metro's 28 by '28 project list; retained in Model.
- *West Santa Ana Branch Transit Corridor:* Phase 1 from Pioneer Station to Metro A (Blue) Line Slauson Station included in Metro's 28 by '28 project list; retained in Model. Phase 2 from Slauson Station to Downtown LA not anticipated to be complete by 2035; removed from Model.
- *Sepulveda Transit Corridor:* Valley-Westside portion of the project is identified for potential acceleration under Metro's 28 by '28 list; retained in the Model. Phase 3 from Westside to LAX not anticipated to be complete by 2035; removed from Model.
- *East San Fernando Valley Light Rail Transit Project:* Anticipated to be complete by 2035; retained in Model.
- *Metro Gold Line Eastside Extension Phase 2 Transit Corridor:* Included in Metro's 28 by '28 list; retained in Model.

3. RTP/SCS Model TDM factor:

The Model's 2040 horizon year (Scenario 40s3) includes a TDM factor of 17.2% applied as a reduction to vehicle trips. This factor is intended to reflect the policies and projects included in the RTP/SCS that would be critical to meeting SCAG's regional GHG reduction goals, but such a large reduction may be difficult to achieve. A more conservative TDM factor of 5.7% is provided in an alternative scenario provided by SCAG (Scenario 35s1). For the modeling conducted for the proposed Project, the more conservative 5.7% TDM factor was used.

4. Method used to derive results for a horizon year between the two validated Model years:

In order to derive the "No Project" land use assumptions for the 2035 horizon year, upon which the Project SED (based on the methodologies for the proposed Project described above) was added, a straight-line interpolation was used between the validated Model years of 2012 and 2040.

Model Results

The raw results of the analysis using the Model and the above assumptions and methodologies, along with the calculations to derive the VMT impact metrics for the proposed Project, are included in Table 6, below.

Table 6: Model Results and VMT Metric Calculations

	Total Population[1]	Total Employment[1]	Total Service Population	Total Daily VMT[2]	Total Daily VMT per Service Population[3]
	(A)	**(B)**	**(C)=(A)+(B)**	**(D)**	**(E)=(D)/(C)**
2035 FFTOD Specific Plan Area	100,423	11,408	111,831	2,270,604	20.3

Notes:

[1] SED input reflecting the proposed Project, based on the described methodology and assumptions in this memorandum.

[2] Raw model results.

[3] Calculation to derive the required VMT metric.

Source: SCAG RTP/SCS Travel Demand Forecast Model.

[i] Hurst, Needham B. & West, Sarah E., 2014. "**Public transit and urban redevelopment: The effect of light rail transit on land use in Minneapolis, Minnesota**," Regional Science and Urban Economics, Elsevier, vol. 46(C), pages 57-72.

[ii]Source:https://www.mckinsey.com/~/media/McKinsey/Industries/Public%20and%20Social%20Sector/Our%20Insights/Closing%20Californias%20housing%20gap/Closing-Californias-housing-gap-Full-report.pdf

[iii] Hurst, Needham B. & West, Sarah E., 2014. "**Public transit and urban redevelopment: The effect of light rail transit on land use in Minneapolis, Minnesota**," Regional Science and Urban Economics, Elsevier, vol. 46(C), pages 57-72.

[iv] Hurst, Needham B. & West, Sarah E., 2014. "**Public transit and urban redevelopment: The effect of light rail transit on land use in Minneapolis, Minnesota**," Regional Science and Urban Economics, Elsevier, vol. 46(C), pages 57-72.

[v] Hurst, Needham B. & West, Sarah E., 2014. "**Public transit and urban redevelopment: The effect of light rail transit on land use in Minneapolis, Minnesota**," Regional Science and Urban Economics, Elsevier, vol. 46(C), pages 57-72.

Fehr & Peers
Updated 8/11/2021

FFTOD Specific Plan Project
Vehicle Miles Traveled (VMT) Summary

VMT Metrics		2020 South County Baseline	2020 FFTOD Specific Plan Area Baseline (Existing)[1]	2035 No Project	2035 with FFTOD Specific Plan Project	Compared to 2020 South County Baseline		Compared to 2035 No Project	
						Change	Percent Change	Change	Percent Change
Socioeconomic Data	Service Population	13,702,927	72,464	74,390	111,831	N/A	N/A	37,441	50%
Vehicle Trips	Total Vehicle Trips	38,967,719	174,757	187,473	252,951	N/A	N/A	65,478	35%
	Total Vehicle Trips per Service Population	2.8	2.4	2.5	2.3	-0.6	-20%	-0.2	-10%
VMT	Total VMT	413,456,018	1,612,123	1,741,840	2,270,604	N/A	N/A	528,764	30%
	Total VMT per Service Population	**30.2**	**22.2**	**23.4**	**20.3**	**-9.9**	**-33%**	**-3.1**	**-13%**
Average Trip Length	Average Trip Length: Total Trips	10.6	9.2	9.3	9.0	-1.6	-15%	-0.3	-3%

Source: LA County Transportation Impact Analysis Guidelines (July 23, 2020), LA County Baseline VMT Data Memorandum (January 14, 2021), and SCAG 2016 RTP/SCS Travel Demand Forecast Model.

Note:
1. The 2020 FFTOD Specific Plan Area Baseline reflects an interpolation result between the 2012 Baseline and 2035 No Project scenarios for the Specific Plan Area.